

**Traffic Collision
Statistics Report**

2005



**Manitoba
Public Insurance**

Preface

By law, all traffic collisions on public roads resulting in fatalities, injuries, or combined damage exceeding \$1,000 must be reported to a law enforcement agency for entry into what's known as "Traffic Accident Reports." Data from these reports, compiled by Driver and Vehicle Licensing, form the basis for the *Traffic Collision Statistics Report*. Formerly a division of Manitoba's Department of Transportation and Government Services, Driver and Vehicle Licensing was integrated into Manitoba Public Insurance in 2004.

The *Traffic Collision Statistics Report* reveals the details surrounding traffic collisions in Manitoba, allowing users to analyze the reasons why collisions occur. Knowing more about collisions assists policy makers, traffic safety experts, public safety programmers, and legislators to pinpoint areas for review and create targeted approaches to preventing and reducing traffic collisions.

The importance of data collection is acknowledged in Canada's Road Safety Vision 2010, a national initiative aimed at making Canada's roads the safest in the world. The strategic objectives of the plan aim to raise public awareness of road safety issues; improve communication, co-operation and collaboration among road safety agencies; toughen enforcement measures; and improve national road safety data collection and quality.

Manitoba has more than 717,000 licensed drivers and more than 874,000 registered vehicles.

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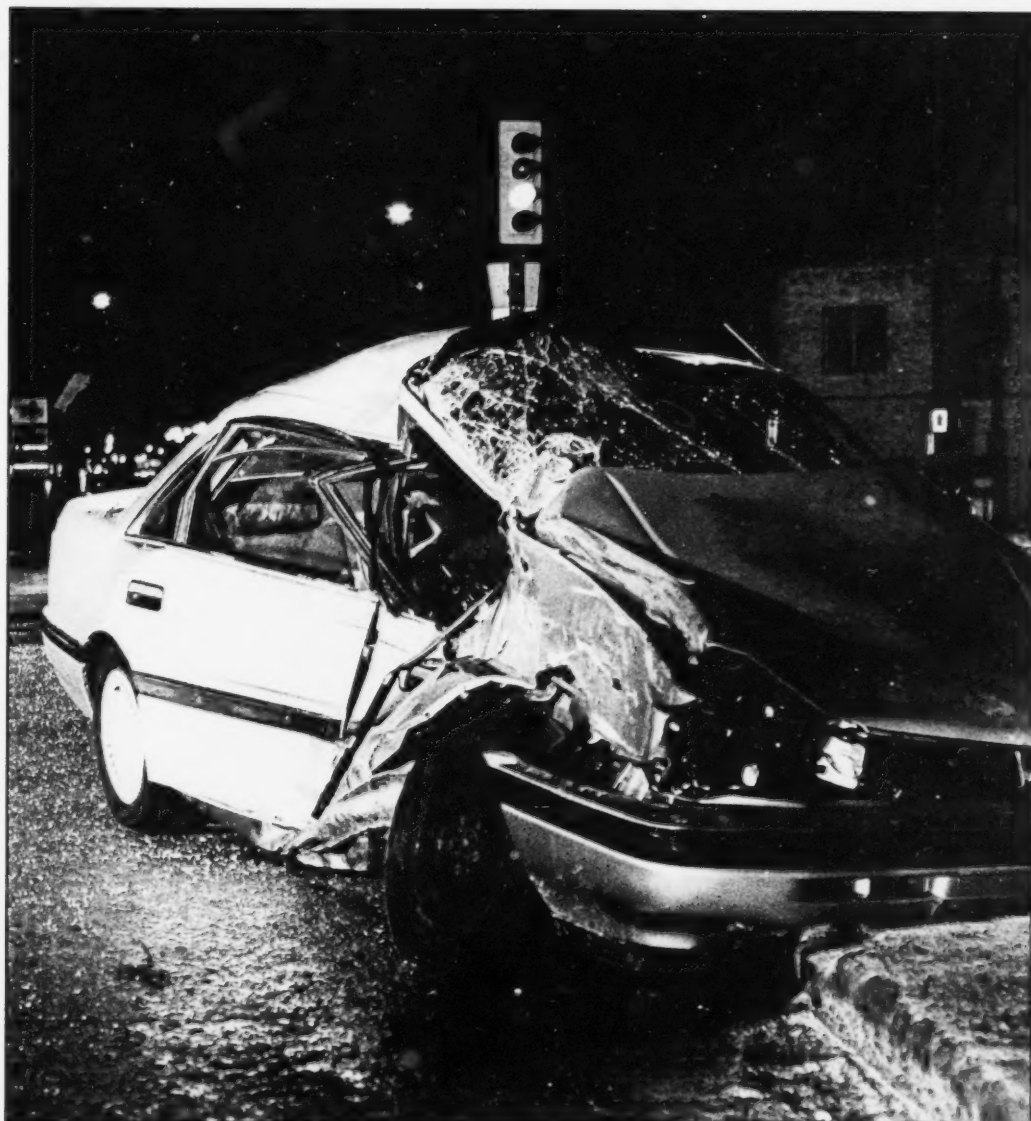
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Traffic Collision Statistics Report



Introduction

The *Traffic Collision Statistics Report* (TCSR) contains information obtained from all "reportable" traffic collisions in Manitoba. "Reportable" collisions are those that take place on public roads and result in fatalities, injuries or combined damage exceeding \$1,000.

Section 1 (*Drivers, Vehicles, and Collision Rates: Historical Trends*) establishes collision rates for licensed drivers and registered vehicles. Data are presented as the rate per 1,000 – that is, the number of drivers (or registered vehicles) that have been involved in collisions, for every 1,000 drivers (or registered vehicles). Please note that data for fatalities, injury and property damage are presented as the rate per 10,000 drivers, taking into account the much smaller totals in these categories compared with the total number of collisions.

Section 2 (*Licensed Drivers*) is an overview of the driving population, providing a breakdown of licensed drivers by age, gender and licence status (active or suspended).

Section 3 (*Vehicle Registrations*) covers three vehicle categories: Non-Commercial, Commercial and Snowmobile. Lapsed, cancelled and suspended vehicle registrations are not included in this section.

Sections 4 through 10 contain detailed collision data. Here you can review fatal and injury collision data by month, day or time of crash; consider factors such as road surface or weather; and break down location within the province. You will also find information about collision victims, pedestrian victims, the vehicles involved, the drivers involved and commercial vehicle collisions.

Section 11 covers Off-Road Vehicle Crashes. Total collisions, victims (age group and gender), vehicles and drivers by at-fault contributing factors are provided.

Section 12 (*Alcohol-Related Criminal Code Convictions*) highlights drinking and driving convictions in Manitoba from 1988 to 2004 and also provides comparison data for the years 1994, 1999 and 2004.

Annual collision statistics, such as those contained in the *Traffic Collision Statistics Report*, are used to:

- indicate trends,
- identify problem driver and vehicle factors,
- evaluate current programs and new provincial road safety initiatives,
- monitor commercial vehicle collisions in accordance with the National Safety Code,
- identify highway locations which may require improvement from a safety and a highway planning perspective, and
- guide development of new policies and programs to reduce the frequency and severity of traffic accidents in the province.

Government agencies, law enforcement agencies, research organizations, consultants, public health officials and academics are among those who draw upon the collision data contained within this report.

Section 1

**Drivers, Vehicles, and Collision
Rates Historical Trends**



INTRODUCTION TO SECTION 1

Manitoba calculates involvement rates for fatal, injury and property damage collisions using licensed drivers and vehicles registered for the years 1996 to 2005 inclusive. This section also deals with relative involvement rates of drivers by specific age groups and provides insight into the trends, in this respect.

**Fatal, Injury, and Property Damage Collisions
by Total Licensed Drivers¹
1996 – 2005**

Year	Licensed Drivers	Total Collisions	Collisions /1,000 Drivers	Total Fatal	Fatal /10,000 Drivers	Total Injury	Injury /10,000 Drivers	Total Property Damage	Property Damage /10,000 Drivers
1996	684798	29089	42.5	79	1.2	7509	109.7	21501	314.0
1997	687229	27113	39.5	101	1.5	6698	97.5	20334	295.9
1998	692941	27124	39.1	109	1.6	6879	99.3	20136	290.6
1999	702851	28667	40.8	99	1.4	6959	99.0	21609	307.4
2000	706512	30973	43.8	92	1.3	6931	98.1	23950	339.0
2001	710456	30999	43.6	82	1.2	6656	93.7	24261	341.5
2002	715793	31983	44.7	99	1.4	6953	97.2	24931	348.3
2003	720099	34933	48.5	98	1.3	7312	101.5	27523	382.2
2004	728571	35382	48.6	90	1.2	6939	95.2	28353	389.2
2005	717449	33268	46.4	88	1.2	6512	90.8	26668	371.7

¹Licensed drivers include active and suspended drivers who held a valid licence within the licensing year.

Over the past 10 years, traffic collisions have increased by 14.4% (29,089 to 33,268) while licensed drivers have increased at a slower rate of 4.8%. Collision rates for licensed drivers have increased by 9.2% from 42.5/1,000 drivers in 1996 to 46.4/1,000 drivers in 2005. Fatal crash rates remained unchanged at 1.2/10,000 in 1996 and 2005 while injury rates dropped by 17.2% from 109.7/10,000 in 1996 to 90.8/10,000 in 2005. Property damage collision rates rose from 314.0/10,000 to 371.7/10,000, an increase of 18.4%.

**Fatal, Injury, and Property Damage Collisions
by Vehicles Registered¹
1999 – 2005**

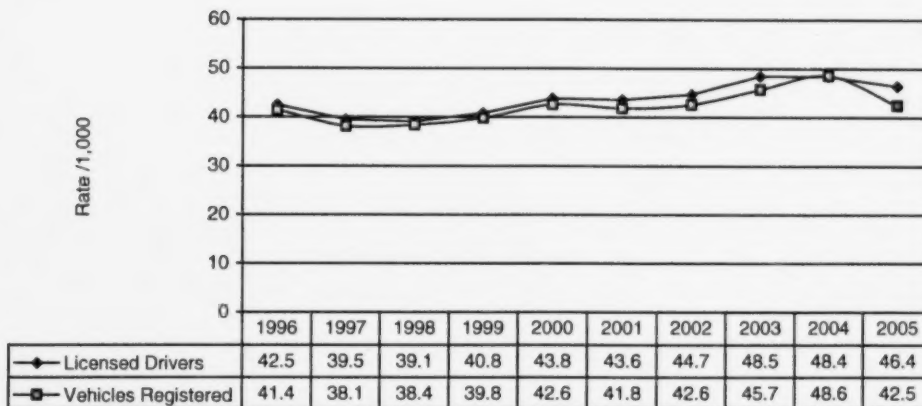
Year	Vehicles Registered ²	Total Collisions	Collisions /1,000 Vehicles	Total Fatal	Fatal /10,000 Vehicles	Total Injury	Injury /10,000 Vehicles	Total Property Damage	Property Damage /10,000 Vehicles
1999	719534	28667	39.8	99	1.4	6959	96.7	21609	300.3
2000	727562	30973	42.6	92	1.3	6931	95.3	23950	329.2
2001	742033	30999	41.8	82	1.1	6656	89.7	24261	327.0
2002	750631	31983	42.6	99	1.3	6953	92.6	24931	332.1
2003	763761	34933	45.7	98	1.2	7312	95.7	27523	360.3
2004	775390	35382	45.6	90	1.1	6939	89.5	28353	365.7
2005	783109	33268	42.5	88	1.1	6512	83.2	26668	340.5

¹Registered vehicles exclude lapsed, cancelled and suspended registrations.

²Vehicles registered exclude off-road vehicles, snow vehicles (HTA), trailers (HTA), tractors other than farm and PSV trailers.

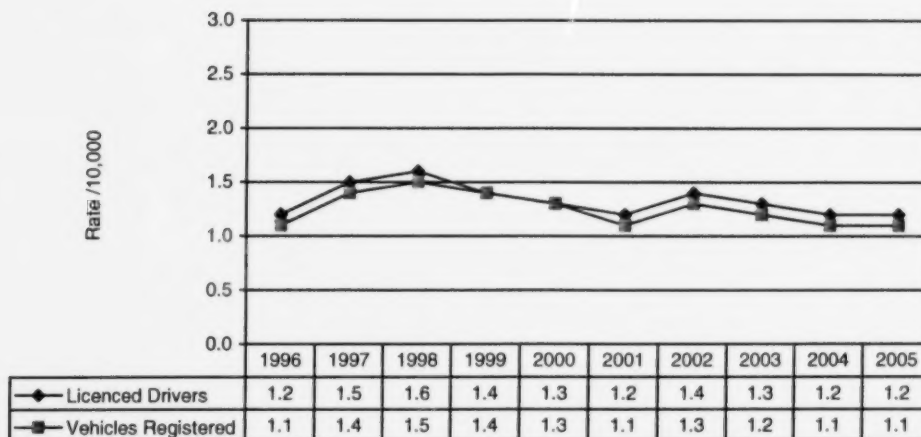
Between 1999 and 2005, traffic collision rates have increased by 6.8% from 39.8/1,000 vehicles registered in 1999 to 42.5/1,000 in 2005. Fatal collision rates have decreased by 21.4% from 1.4/10,000 registered vehicles in 1999 to 1.1/10,000 in 2005. Injury collision rates decreased by 14.0% from 96.7/10,000 registered vehicles in 1999 to 83.2/10,000 in 2005.

**Total Collisions
/1,000 Licensed Drivers and Vehicles Registered
1996 - 2005**



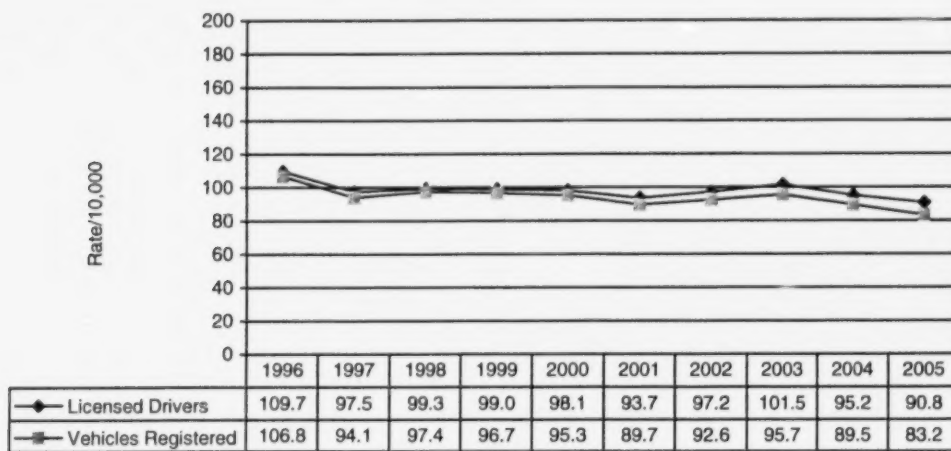
Total collision rates by licensed driver and vehicles registered increased from 1996 to 2005 (42.5 versus 46.4) and (41.4 versus 42.5) respectively. From 2000 to 2002 the collision rate was relatively stable with a rise in 2003 to 48.5 per 1,000 licensed drivers and remained steady in 2004 with a slight drop in 2005 to 46.4/1,000.

**Fatal Collisions
/10,000 Licensed Drivers and Vehicles Registered
1996 - 2005**



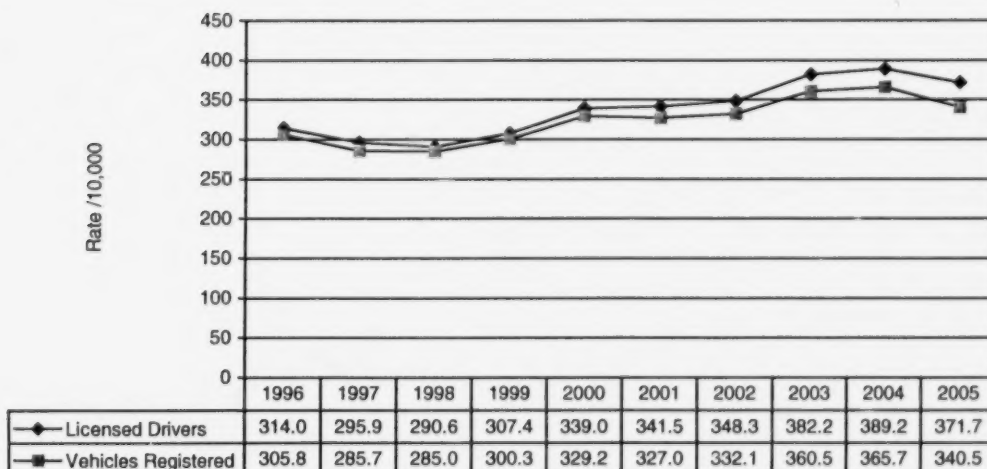
Since 2002 fatal crash rates per 10,000 licensed drivers and registered vehicles continue to decline, after an increase in 2002, over 2001.

Injury Collisions /10,000 Licensed Drivers and Vehicles Registered 1996 - 2005



Injury collision rates per 10,000 licensed drivers declined by 17.2%, from 109.7/10,000 in 1996 to 90.8/10,000 in 2005. Injury collision rates per 10,000 vehicles registered decreased by 22.1%, from 106.8/10,000 to 83.2/10,000.

Property Damage Collisions /10,000 Licensed Drivers and Vehicles Registered 1996 - 2005



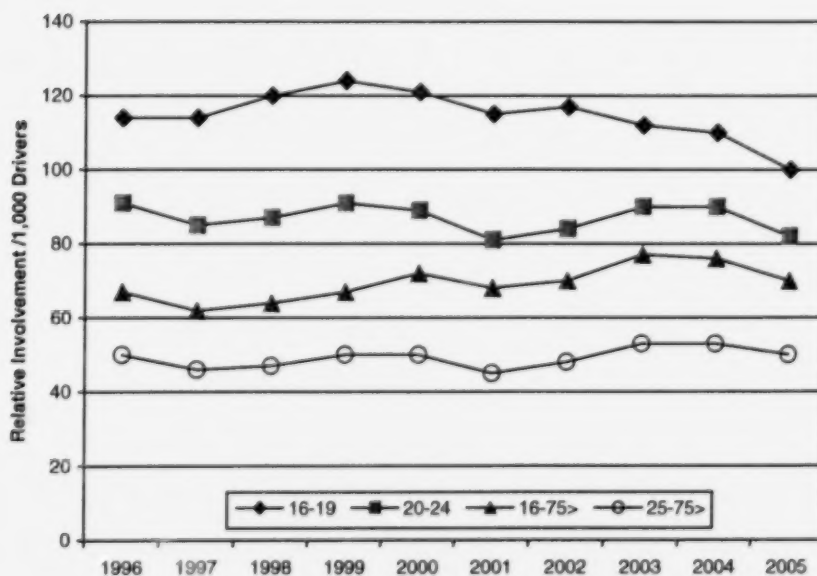
Between 1996 and 2005, property damage collision rates rose by 18.4% from 314.0/10,000 to 371.7/10,000 (licensed drivers) and by 11.3%, from 305.8/10,000 to 340.5/10,000 (vehicles registered).

Relative Involvement
/1,000 Active Licensed Drivers by Age Group
1996 – 2005

Age Group	Year									
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
16-19	117	117	120	124	121	115	117	112	110	100
20-24	95	89	87	91	89	81	84	90	90	82
25-34	68	63	62	64	62	57	60	64	65	60
35-44	54	51	50	53	53	48	53	59	61	57
45-54	49	45	44	47	46	44	46	52	51	49
55-64	42	38	39	42	40	38	40	45	46	43
65-74	38	34	34	36	37	34	36	40	39	36
75>	38	33	36	38	38	38	36	41	38	36
Ages 16-75>	70	64	64	67	72	68	70	77	76	70
Ages 25-75>	50	46	47	50	50	45	48	53	53	50

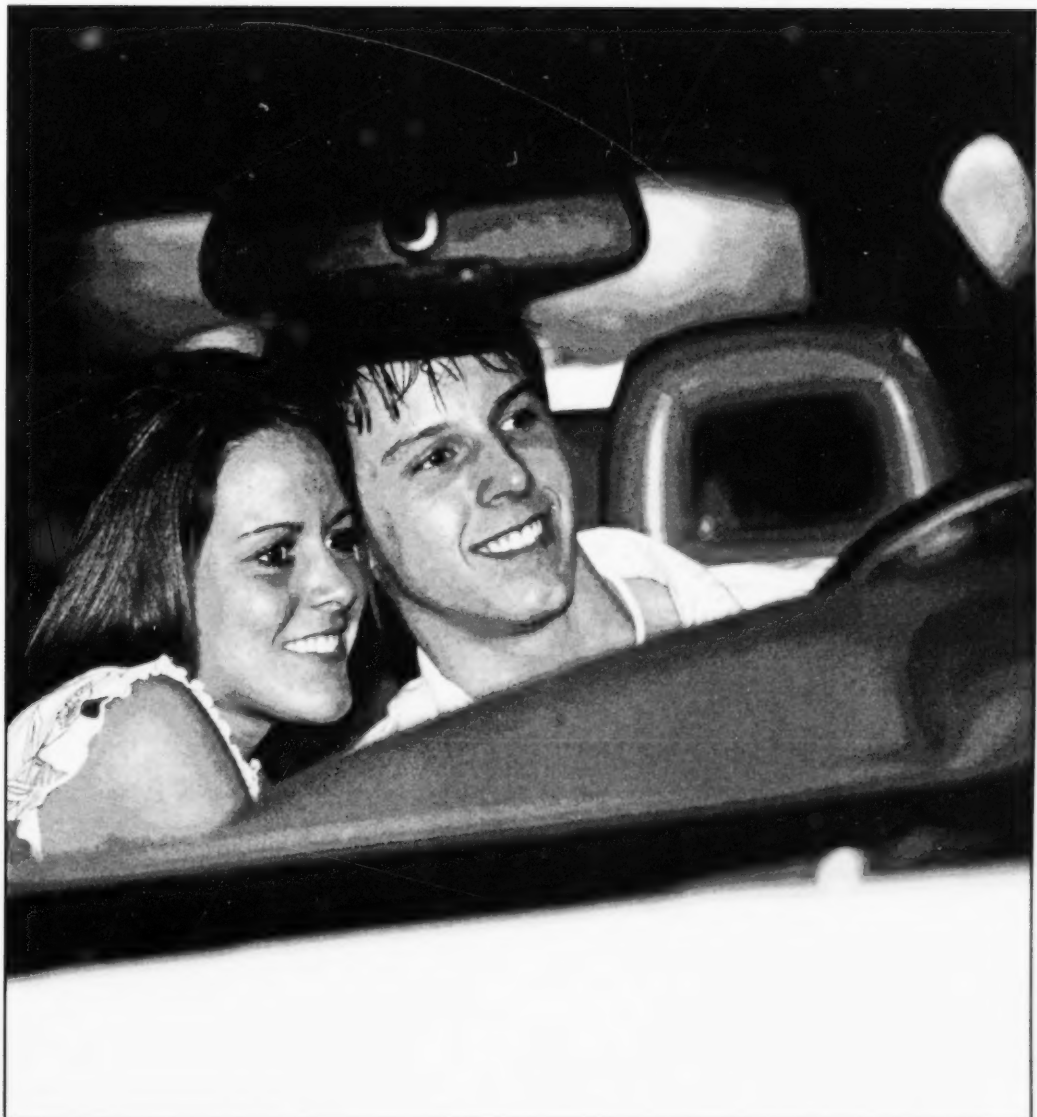
Relative involvement rates indicate 16-19 year olds, followed by those aged 20-24, are more likely to be involved in collisions than any other age group. This explains why the relative involvement rates for all ages (16-75>) are substantially higher than for those aged 25-75> (70/1,000 versus 50/1,000).

Relative Involvement
/1,000 Drivers by Selected Age Group
1996 – 2005



Section 2

Licenced Drivers



INTRODUCTION TO SECTION 2

This section deals with active and suspended drivers by specific age groups, gender and Manitoba licence class designation.

At the beginning of this section there is a quick reference chart of Manitoba's licence and vehicle class descriptions. A review of that chart will indicate which class of licence is required for operating certain vehicle classes.

Since the inception of Graduated Driver Licensing (GDL) the following tables give the number of licensed drivers by driver licence stages (full class licence – 5/F, intermediate stage under GDL – 5I, and learner licence under GDL – 5/L).

In view of the fact that the majority of Class 6 (motorcycle) licence holders also possess Class 1 to 5 licences, the number has been included in the Class 1 to 5 totals. Pages 22 to 24 deal specifically with the number of Class 6 active motorcycle licensed drivers by gender, age group and licence class.

Class Licence System Quick Reference Chart

Licence Class	Description
1	Class 1 licence permits the holder to operate all motor vehicles (except motorcycles) or combination of vehicles, semi-trailers, trucks, buses, etc., including all vehicles in Classes 2, 3, 4, and 5.
2	Class 2 licence permits the holder to operate all vehicles except vehicles in Class 1 and 6.
3	Class 3 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, and 6.
4	Class 4 licence permits the holder to operate all motor vehicles except vehicles in Classes 1, 2, 3, and 6.
5	Class 5 licence permits the holder to operate a Class 5 motor vehicle and a Class 3 motor vehicle if it is registered as a farm truck. ¹
6	Class 6 licence permits the holder to operate a motorcycle. Operation of vehicles in Classes 1 to 5 are prohibited, unless the Class 6 licence is held in conjunction with Class 1, 2, 3, 4 or 5 licence.

¹Effective November 1, 2003, a person must hold a valid minimum Class 5.0 Intermediate Stage driver's licence to operate a special mobile machine, implement of husbandry or tractor on a provincial highway, or a highway within the municipal boundaries of a city, town, village or urban municipality.

Vehicle Classification Quick Reference Chart

Vehicle Class	Description
1	Semi-trailer trucks.
2	Buses having a seating capacity of over 24 passengers (while carrying passengers), and school buses having a seating capacity of over 36 passengers (while carrying passengers).
3	Trucks with more than two axles, including any combination of vehicles, OR trucks with two axles towing a vehicle with a registered gross vehicle weight (GVW) of more than 4,540 kg. but does not include a semi-trailer truck.
4	Taxis, ambulances, and other emergency vehicles, buses with a seating capacity between 10 and 24 passengers (while carrying passengers) and school buses with a seating capacity between 10 and 36 passengers (while carrying passengers).
5	Passenger cars, a bus while not carrying passengers, trucks with two axles, and any combination of vehicles consisting of a truck with two axles and a towed vehicle with a registered gross vehicle weight (GVW) of up to 4,540 kg.
6	Motorcycles.

Class 1-5 Licensed Drivers
by Age Group, Sex and Driver Status

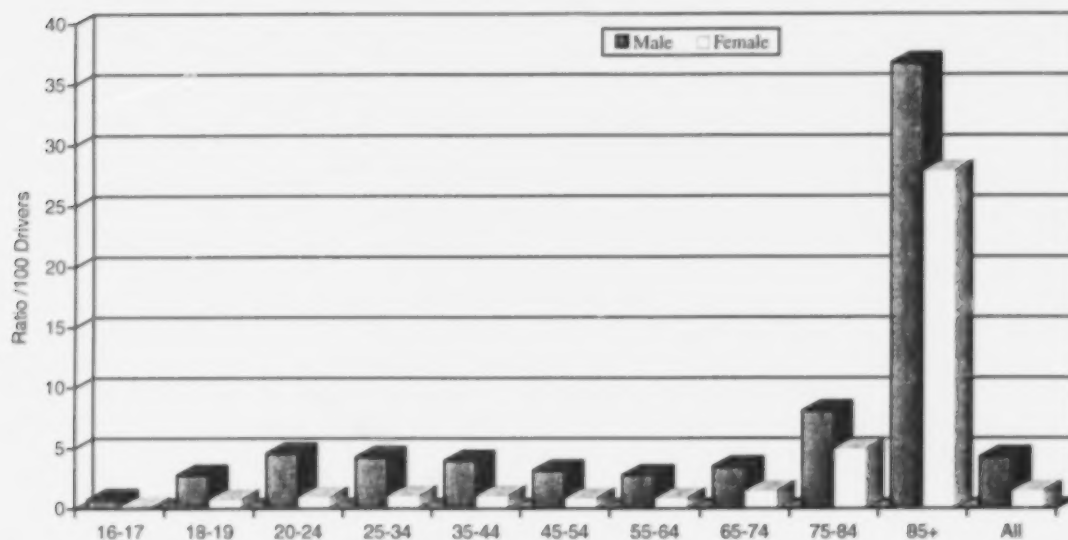
Age Group	Sex	Active Drivers	Suspended Drivers	Total Drivers	%	Suspended /100 Drivers
16-17	M	10909	83	10992	2.9	0.8
	F	10366	19	10385	3.0	0.2
	Total	21275	102	21377	3.0	0.5
18-19	M	11850	341	12191	3.3	2.8
	F	11211	89	11300	3.3	0.8
	Total	23061	430	23491	3.3	1.8
20-24	M	28726	1382	30108	8.0	4.6
	F	27907	290	28197	8.2	1.0
	Total	56633	1672	58305	8.1	2.9
25-34	M	56701	2579	59280	15.8	4.3
	F	55647	615	56262	16.4	1.1
	Total	112348	3194	115542	16.1	2.8
35-44	M	68674	2838	71512	19.1	4.0
	F	66504	720	67224	19.6	1.1
	Total	135178	3558	138736	19.3	2.6
45-54	M	73848	2461	76309	20.4	3.2
	F	69811	621	70432	20.5	0.9
	Total	143659	3082	146741	20.5	2.1
55-64	M	53430	1528	54958	14.7	2.8
	F	49139	461	49600	14.5	0.9
	Total	102569	1989	104558	14.6	1.9
65-74	M	31961	1163	33124	8.9	3.5
	F	28234	442	28676	8.4	1.5
	Total	60195	1605	61800	8.6	2.6
75-84 *	M	18583	1643	20226	5.4	8.1
	F	16523	874	17397	5.1	5.0
	Total	35106	2517	37623	5.2	6.7
85> *	M	3594	2096	5690	1.5	36.8
	F	2586	1000	3586	1.0	27.9
	Total	6180	3096	9276	1.3	33.4
All Ages	M	358276	16114	374390	100.0	4.3
	F	337928	5131	343059	100.0	1.5
	Total	696204	21245	717449	100.0	3.0

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future. Suspended drivers refer to an annual average of drivers who are suspended.

* The rate of suspension for drivers aged 75+ is four times higher than for drivers of all ages: 12.0/100 licensed drivers versus 3.0/100. This is primarily due to the fact that higher proportions of older drivers are indefinitely suspended for medical reasons.

Note: Since the majority of Class 6 licence holders also possess Class 1-5 licences, their numbers have been included in the Class 1-5 totals.

Comparison of Male and Female Class 1-5
Suspended Drivers/100 Licensed Drivers



Class 1-5 Licensed Drivers by Year and Driver Status
1996 - 2005

Licensing Year	Active Drivers	Suspended Drivers	Total Drivers
1996	655566	29232	684798
1997	658602	28627	687229
1998	663980	28961	692941
1999	672824	30027	702851
2000	675532	30980	706512
2001	678616	31840	710456
2002 ¹	682980	32813	715793
2003 ¹	686426	33673	720099
2004 ¹	693876	34695	728571
2005 ¹	696204	21245	717449

¹Excludes drivers holding only a Class 6 licence whose numbers generally range between 25 to 30 annually.

In 2005, deceased drivers were eliminated from the driver record system and much of the 38.7% decline in suspended drivers between 2004 and 2005 can be attributed to this event. The number of active drivers increased by 6.2% between 1996 and 2005.

**Class 1-5 Licensed Drivers
By Licence Class, Driver Status and Sex**

Licence Class	Active Drivers				Suspended Drivers				Total	%
	Male	Female	S/Total	%	Male	Female	S/Total	%		
1.0	30702	1258	31960	4.6	561	15	576	2.7	32536	4.5
2.0	4750	1614	6364	0.9	69	12	81	0.4	6445	0.9
3.0	9923	303	10226	1.5	178	3	181	0.8	10407	1.4
4.0	12593	4675	17268	2.5	355	45	400	1.9	17668	2.5
5/A	1854	3500	5354	0.7	259	92	351	1.6	5705	0.8
5/F	283493	310261	593754	85.3	13633	4558	18191	85.6	611945	85.3
5/I	7300	6560	13860	2.0	160	24	184	0.9	14044	2.0
5/L	7658	9757	17415	2.5	125	62	187	0.9	17602	2.5
Other	3	0	3	-.	774	320	1094	5.2	1097	0.1
Total	358276	337928	696204	100.0	16114	5131	21245	100.0	717449	100.0

Manitoba Class 5 Driver's Licence Stages

5/A - Learner drivers who are not in Graduated Driver Licensing

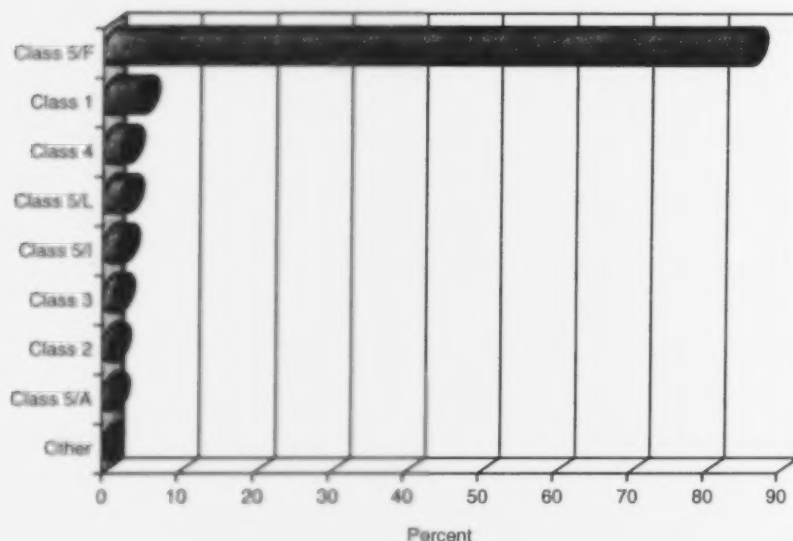
5/F - Full Class 5 licence

5/I - Intermediate Stage under Graduated Driver Licensing

5/L - Learner Stage under Graduated Driver Licensing

Other - Unlicensed drivers assigned a licence number

**Distribution of Total Drivers,
by Licence Class**



**Active and Suspended Class 1-5 Male Drivers
by Age Group and Licence Class**

Age Group	Status	Licence Class										Total
		1.0	2.0	3.0	4.0	1-4/A	5/A	5/F	5/I	5/L	5/Blank	
16-17	Active	0	0	0	0	0	2	888	5156	4863	0	10909
	Suspd ¹	0	0	0	0	0	0	9	57	17	0	83
	Subtotal	0	0	0	0	0	2	897	5213	4880	0	10992
18-19	Active	69	2	27	46	0	119	8909	1352	1326	0	11850
	Suspd ¹	3	0	0	2	0	4	225	72	35	0	341
	Subtotal	72	2	27	48	0	123	9134	1424	1361	0	12191
20-24	Active	973	47	268	643	1	584	25153	377	680	0	28726
	Suspd ¹	10	0	2	9	0	76	1157	19	44	65	1382
	Subtotal	983	47	270	652	1	660	26310	396	724	65	30108
25-34	Active	5005	366	1156	3035	1	552	45847	266	473	0	56701
	Suspd ¹	100	4	14	42	0	75	2092	10	24	218	2579
	Subtotal	5105	370	1170	3077	1	627	47939	276	497	218	59280
35-44	Active	8188	1017	1972	3672	0	306	53190	114	215	0	68674
	Suspd ¹	140	18	28	97	0	40	2259	1	5	250	2838
	Subtotal	8328	1035	2000	3769	0	346	55449	115	220	250	71512
45-54	Active	9201	1595	3600	3295	0	159	55889	30	78	1	73848
	Suspd ¹	131	25	60	113	0	18	1995	1	0	118	2461
	Subtotal	9332	1620	3660	3408	0	177	57884	31	78	119	76309
55-64	Active	5497	1277	2180	1599	0	61	42792	5	19	0	53430
	Suspd ¹	104	11	37	53	0	7	1267	0	0	49	1528
	Subtotal	5601	1288	2217	1652	0	68	44059	5	19	49	54958
65-74	Active	1602	396	644	277	0	33	29005	0	4	0	31961
	Suspd ¹	48	6	23	24	0	8	1037	0	0	17	1163
	Subtotal	1650	402	667	301	0	41	30042	0	4	17	33124
75-84	Active	164	50	75	25	0	22	18247	0	0	0	18583
	Suspd ¹	21	4	9	11	0	19	1561	0	0	18	1643
	Subtotal	185	54	84	36	0	41	19808	0	0	18	20226
85+	Active	3	0	1	1	0	16	3573	0	0	0	3594
	Suspd ¹	4	1	5	4	0	12	2031	0	0	39	2096
	Subtotal	7	1	6	5	0	28	5604	0	0	39	5690
Total	Active	30702	4750	9923	12593	2	1854	283493	7300	7658	1	358276
	Suspd ¹	561	69	178	355	0	259	13633	160	125	774	16114
	Grand Total	31263	4819	10101	23049	2	2113	297126	7460	7783	775	374390

¹Suspd = Suspended

Among males, the 45-54 age group had the highest number of active drivers while the 35-44 age group accounted for the highest number of suspended drivers. Drivers aged 75 and older accounted for 23.2% of suspended drivers. The age groups 75-84 and 85+ display a comparatively higher number of suspensions as these groups typically represent drivers indefinitely suspended for medical reasons.

**Active and Suspended Class 1-5 Female Drivers
by Age Group and Licence Class**

Age Group	Status	Licence Class										Total
		1.0	2.0	3.0	4.0	1-4/A	5/A	5/F	5/I	5/L	5/Blank	
16-17	Active	0	0	0	0	0	1	791	4421	5153	0	10366
	Suspd ¹	0	0	0	0	0	0	1	5	13	0	19
	Subtotal	0	0	0	0	0	1	792	4426	5166	0	10385
18-19	Active	2	0	2	9	0	207	8110	1233	1648	0	11211
	Suspd ¹	0	0	0	0	0	4	53	14	18	0	89
	Subtotal	2	0	2	9	0	211	8163	1247	1666	0	11300
20-24	Active	27	9	12	339	0	1111	25150	307	952	0	27907
	Suspd ¹	1	0	0	2	0	30	220	3	15	19	290
	Subtotal	28	9	12	341	0	1141	25370	310	967	19	28197
25-34	Active	221	143	33	1565	0	1009	51216	362	1098	0	55647
	Suspd ¹	1	1	0	7	0	27	479	2	11	87	615
	Subtotal	222	144	33	1572	0	1036	51695	364	1109	87	56262
35-44	Active	424	475	39	1468	0	650	62674	172	602	0	66504
	Suspd ¹	10	4	0	15	0	9	586	0	3	93	720
	Subtotal	434	479	39	1483	0	659	63260	172	605	93	67224
45-54	Active	400	628	92	954	0	362	67103	49	223	0	69811
	Suspd ¹	2	4	2	10	0	4	545	0	1	53	621
	Subtotal	402	632	94	964	0	366	67648	49	224	53	70432
55-64	Active	169	320	100	307	0	105	48062	11	65	0	49139
	Suspd ¹	1	2	1	6	0	3	419	0	1	28	461
	Subtotal	170	322	101	313	0	108	48481	11	66	28	49600
65-74	Active	15	38	21	31	0	25	28089	4	11	0	28234
	Suspd ¹	0	0	0	2	0	3	423	0	0	14	442
	Subtotal	15	38	21	33	0	28	28512	4	11	14	28676
75-84	Active	0	1	4	2	0	23	16487	1	5	0	16523
	Suspd ¹	0	1	0	3	0	8	846	0	0	16	874
	Subtotal	0	2	4	5	0	31	17333	1	5	16	17397
85+	Active	0	0	0	0	0	7	2579	0	0	0	2586
	Suspd ¹	0	0	0	0	0	4	986	0	0	10	1000
	Subtotal	0	0	0	0	0	11	3565	0	0	10	3586
Total	Active	1258	1614	303	4675	0	3500	310261	6560	9757	0	337928
	Suspd ¹	15	12	3	45	0	92	4558	24	62	320	5131
	Grand Total	1273	1626	306	4720	0	3592	314819	6584	9819	320	343059

¹Suspd = Suspended

Among females, the 45-54 age group accounted for the highest number of active drivers. However, only 0.9% of drivers in that age group were suspended versus 1.5% of drivers of all ages. Drivers aged 75 and older accounted for 36.5% of suspended drivers. Their comparatively higher percentage of suspensions is primarily due to the higher rates of indefinite suspension for medical reasons.

**Class 6 Active Licensed Drivers
by Age Group, Sex and Driver Status**

Age Group	Sex	Active Drivers	%
16-17	M	126	0.3
	F	16	0.3
	Total	142	0.3
18-19	M	347	0.7
	F	29	0.5
	Total	376	0.7
20-24	M	1792	3.8
	F	234	4.3
	Total	2026	3.8
25-34	M	5027	10.5
	F	667	12.2
	Total	5694	10.7
35-44	M	12239	25.7
	F	1411	25.8
	Total	13650	25.7
45-54	M	18016	37.8
	F	2152	39.4
	Total	20168	38.0
55-64	M	7869	16.5
	F	783	14.3
	Total	8652	16.3
65-74	M	1672	3.5
	F	127	2.3
	Total	1799	3.4
75-84	M	514	1.1
	F	47	0.9
	Total	561	1.0
85+	M	56	0.1
	F	2	-
	Total	58	0.1
All Ages	M	47658	100.0
	F	5468	100.0
	Total	53126	100.0

Active drivers include the annual average of drivers on file with a driver licence expiry date in the future.

The largest percentage of male motorcyclists occurs in the 45-54 (37.8%) and 35-44 (25.7%) age groups. The situation is similar for female motorcyclists with those aged 45-54 accounting for 39.4% and those aged 35-44 for 25.8%.

Note: The vast majority of Class 6 licence holders also possess Class 1 to 5 licences and have been included in the previous Class 1 to 5 totals.

**Total Class 6 Active Licensed Drivers
by Year and Driver Status
1996 - 2005**

Licensing Year	Active Drivers
1996	46033
1997	46184
1998	46448
1999	46993
2000	46931
2001	46784
2002	46905
2003	50914
2004	67207
2005	53126
% Change 1996-2005	15.4

The number of motorcyclists increased by 15.4% between 1996 and 2005, from 46,033 to 53,126.

Manitoba Class 6 Driver's Licence Stages

6/A - Learner drivers who are not in Graduated Driver Licensing

6/F - Full Class 6 licence

6/I - Intermediate Stage under Graduated Driver Licensing

6/L - Learner Stage under Graduated Driver Licensing

6/M - Licence received after passing written test, entitling holder to take the Motorcycle Training Course

**Class 6 Active Licensed Drivers
by Licence Class, Driver Status and Sex**

Licence Class	Active Drivers			
	Male	Female	Total	%
6/A	1706	279	1985	3.7
6/F	42836	4269	47105	88.7
6/I	3	0	3	-.
6/L	2440	746	3186	6.0
6/M	673	174	847	1.6
Total	47658	5468	53126	100.0

Full Class 6 licence holders accounted for 88.7% of all Manitoba-licensed motorcyclists and learners under the Graduated Driver Licensing program for 6.0%.

**Active Class 6 Male Drivers
by Age Group and Licence Class**

Age Group	Licence Class					Total	% of Total
	6/A	6/F	6/I	6/L	6/M		
16-17	0	7	3	78	38	126	0.3
18-19	3	68	0	187	89	347	0.7
20-24	255	575	0	720	242	1792	3.8
25-34	735	3403	0	711	178	5027	10.5
35-44	437	11366	0	365	71	12239	25.7
45-54	193	17539	0	249	35	18016	37.8
55-64	60	7682	0	113	14	7869	16.5
65-74	17	1633	0	16	6	1672	3.5
75-84	6	507	0	1	0	514	1.1
85>	0	56	0	0	0	56	0.1
Total	1706	42836	3	2440	673	47658	100.0

The highest number of male learners under Graduated Driver Licensing (GDL) appears in the 20-24 (720 or 29.5%) age group and among those aged 25-34 (711 or 29.1%). Those who still have learner licences predating GDL (i.e., 6/A) tend to be older, with 84.9% over 24 versus 59.6% of those with learner licences acquired under GDL.

**Active Class 6 Female Drivers
by Age Group and Licence Class**

Age Group	Licence Class					Total	% of Total
	6/A	6/F	6/I	6/L	6/M		
16-17	0	0	0	12	4	16	0.3
18-19	0	3	0	16	10	29	0.5
20-24	22	50	0	130	32	234	4.3
25-34	83	300	0	223	61	667	12.2
35-44	100	1068	0	214	29	1411	25.8
45-54	63	1924	0	135	30	2152	39.4
55-64	9	750	0	16	8	783	14.3
65-74	2	125	0	0	0	127	2.3
75-84	0	47	0	0	0	47	0.9
85>	0	2	0	0	0	2	-
Total	279	4269	0	746	174	5468	100.0

The highest number of female learners under Graduated Driver Licensing (GDL) appears in the 25-34 (223 or 29.9%) age group and among those aged 35-44 (214 or 28.7%). Females older than 24 accounted for 78.8% of those whose learner licences were acquired under GDL and 92.1% of those whose learner licences predate GDL.

Section 3

Vehicle Registrations



INTRODUCTION TO SECTION 3

Section 3 deals with the number of vehicle registration transactions by non-commercial and commercial vehicle class. For the definition of these motor vehicle classes listed in this section refer to the glossary.

The vehicle registration summary table represents the period of 2000 to 2005. The vehicle registration reporting *excludes* lapsed, cancelled and suspended vehicle registrations and *includes* transfers and short term policies.

By Non-Commercial Vehicle Class
2005

Vehicle Class	Net Total	%
Passenger	541706	67.2
Antique	65	-.-
Motorcycle/Moped	7588	1.0
Truck	122619	15.2
Farm Truck	42274	5.2
Snow Vehicle	18	-.-
Trailer	91732	11.4
Tractor (Other than Farm-type)	64	-.-
Total Vehicles Registered	806066	100.0
Snowmobiles (Recreational)		
Snowmobiles	38,737	

The figure for motorcycles is net – the count of all motorcycle registrations minus the number of cancellations.

By Commercial Vehicle Class
2005

Vehicle Class ¹	Net Total	%
Commercial Truck	17730	25.7
Public Service Vehicle Truck	8602	12.5
Dealer and Repairer	4510	6.6
Taxi/Livery/Limousine	832	1.2
Public Service Vehicle Bus	95	0.1
Commercial Trailer	37088	53.8
Public Service Vehicle Trailer	44	0.1
Total Vehicles Registered	68901	100.0

¹For definition of these motor vehicle classes refer to the glossary.

Summary
2000 - 2005

Registration Class	2000	2001	2002	2003	2004	2005	% Change 2004-2005
Non-Commercial Vehicle Class							
Passenger	502,987	511,300	520,200	530,665	537,561	541,706	0.8
Antique	68	73	75	62	58	65	²
Motorcycle/Moped	5,217	5,694	6,361	7,070	7,061	7,588	7.5
Truck	115,740	116,702	117,875	119,386	121,659	122,619	0.8
Farm Truck	46,726	46,263	45,651	44,702	43,995	42,274	-3.9
Snow Vehicle	25	22	23	21	19	18	²
Trailer	73,334	76,633	77,544	81,062	86,559	91,732	6.0
Tractor (non-farm)	73	80	83	79	67	64	²
Subtotal	744,170	756,767	767,812	783,047	796,979	806,066	1.1
Commercial Vehicle Class							
Truck	16,196	16,372	16,473	17,108	17,479	17,730	1.4
PSV - Truck	3,776	5,686	6,163	6,771	8,120	8,602	5.9
Dealer/Repairer	4,814	5,015	4,953	4,511	4,518	4,510	-0.2
Taxi/Livery	833	840	823	841	830	832	0.2
PSV-Bus	71	71	73	73	88	95	²
Trailers ¹	31,134	34,017	31,984	32,572	34,021	37,088	9.0
PSV-Trailers	30	35	47	51	45	44	²
Subtotal	56,854	62,036	60,516	61,927	65,101	68,901	5.8
Total Registrations	801,024	818,803	828,328	844,974	862,080	874,967	1.5
Snowmobiles							
Total	29,291	29,288	30,918	34,149	36,154	38,737	7.1
Off-Road Vehicle Dealer Plates							
Total	260	238	229	247	245	230	-6.1

¹Commercial trailers include semi-trailers.

²Numbers too low to permit valid comparison

Total vehicle registration transactions (excluding snowmobiles) increased by 9.2% between 2000 and 2005, from 801,024 to 874,967. Non-commercial vehicle registration transactions rose by 8.3%, from 744,170 to 806,066 while commercial vehicle registrations increased by 21.2%, from 56,854 to 68,901.



Section 4

Traffic Collisions



INTRODUCTION TO SECTION 4

This section begins with a 10-year summary highlighting the four key elements of traffic collisions:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved in the collisions; and
- the number of drivers involved.

Crashes are defined by three accident severity types: fatal, injury and property damage. A fatal traffic accident is a crash where an injured victim dies within 30 days. A motor vehicle collision resulting in injury but not death is an injury collision. Property damage crashes in excess of \$1,000 combined damage must also be reported to a law enforcement agency.

The elements examined in this section include:

- month, day, time of crash;
- environmental (weather, road surface); and
- provincial locations (cities/towns).

It is important to note that the number of fatal or injured collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

The term, "collision type", refers to the object struck by a motor vehicle (for example, a pedestrian, another motor vehicle, or a fixed object) or to what happened to the vehicle in a single-vehicle mishap (for example, overturned, ran off road). The term, "collision severity", refers to fatal, injury, and property damage collisions.

Urban and rural locations are identified to indicate significant regional variations in collision severity and collision type.

"Accident configuration" briefly describes the action taken by a vehicle immediately prior to the collision.

Ten Year Summary 1996– 2005

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Total Collisions	29089	27133	27124	28667	30973	30999	31983	34933	35382	33268
Fatal	79	101	109	99	92	82	99	98	90	88
Injury	7509	6698	6879	6959	6931	6656	6953	7312	6939	6512
Property Damage	21501	20334	20136	21609	23950	24261	24931	27523	28353	26668
Total Victims	10560	9267	9652	9810	9596	9096	9642	9886	9418	8792
Killed	93	119	121	113	111	94	109	104	99	113
Injured	10467	9148	9531	9697	9485	9002	9533	9782	9319	8679
Total Vehicles Involved	49712	45959	46005	48457	52810	51123	52829	57589	57952	54528
Fatal	115	147	170	157	140	138	156	150	131	135
Injury	13428	11955	12371	12543	12362	11770	12384	12827	12260	11544
Property Damage	36169	33857	33464	35757	40308	39215	40289	44612	45561	42849
Total Drivers Involved	46020	42324	42578	44862	48859	46324	48082	52693	52701	49059
Fatal	110	142	164	151	136	127	149	146	127	126
Injury	12891	11487	11908	12096	11943	11377	11957	12321	11815	11095
Property Damage	33019	30695	30506	32615	36780	34820	35976	40226	40759	37838

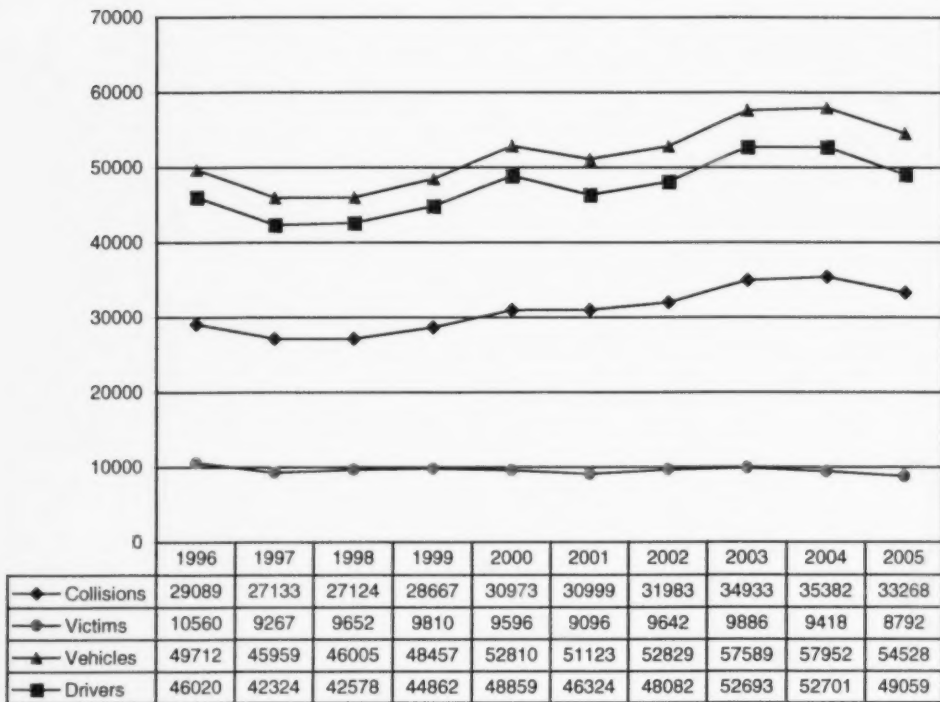
Total accidents decreased by 6.0%, from 35,382 in 2004 to 33,268 in 2005. There were 88 fatal accidents in 2005 down from 90 in 2004, a 2.2% decrease. Injury collisions (6,939 to 6,512) decreased by 6.2%. Property damage collisions decreased by 5.9%, 28,353 to 26,668.

The overall number of collision victims decreased by 6.6% from 9,418 in 2004 to 8,792 in 2005. The number of victims killed increased by 14.1% from 99 to 113. Victims injured decreased by 6.9%, from 9,319 in 2004 to 8,679 in 2005.

There were a total of 54,528 vehicles involved in traffic collisions in 2005, 5.9% less than the 57,952 recorded in 2004. The number of vehicles involved in fatal traffic collisions increased by 3.0% (131 to 135). Vehicles involved in injury collisions decreased by 5.8%, from 12,260 in 2004 to 11,544 in 2005. Property damage vehicle involvement decreased by 6.0% from 45,561 to 42,849.

The number of drivers involved in traffic collisions declined by 6.9%, from 52,701 in 2004 to 49,059 in 2005. The number of drivers involved in fatal collisions dropped by one, 127 in 2004 to 126 in 2005. Drivers involved in injury collisions declined by 6.1%, from 11,815 to 11,095. Drivers involved in property damage collisions decreased by 7.2%, from 40,759 in 2004 to 37,838.

Ten Year Summary
1996 - 2005

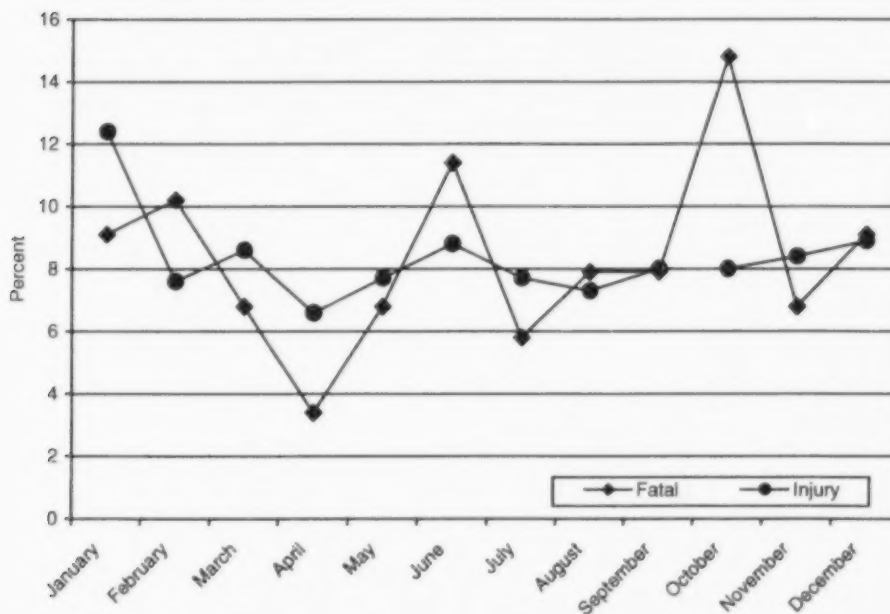


Month of Occurrence and Collision Severity
2005

Month	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
January	8	809	3848	4665	14.0
February	9	493	2219	2721	8.2
March	6	560	2209	2775	8.3
April	3	429	1640	2072	6.2
May	6	502	1727	2235	6.7
June	10	574	2109	2693	8.1
July	5	498	1950	2453	7.4
August	7	477	1763	2247	6.8
September	7	523	1829	2359	7.1
October	13	523	2030	2566	7.7
November	6	547	2579	3132	9.4
December	8	577	2765	3350	10.1
Total	88	6512	26668	33268	100.0

January, November and December accounted for 33.5% of the total collisions occurring in 2005. October had the highest number of fatal crashes (13); January recorded the highest number of injury (809) and property damage (3,848) collisions.

Comparison of Fatal and Injury Collisions
by Month of Occurrence
2005



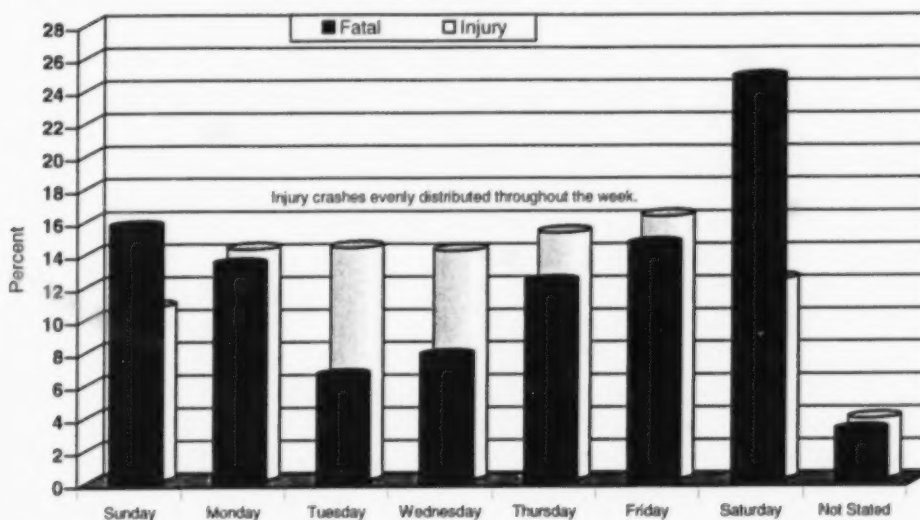
Day of Occurrence and Collision Severity 2005

Day	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Sunday	14	692	2721	3427	10.3
Monday	12	920	3376	4308	12.9
Tuesday	6	928	3612	4546	13.7
Wednesday	7	910	3722	4639	13.9
Thursday	11	981	3838	4830	14.5
Friday	13	1048	4386	5447	16.4
Saturday	22	793	3537	4352	13.1
Not Stated	3	240	1476	1719	5.2
Total	88	6512	26668	33268	100.0

Overall, more accidents occurred on Friday (16.4%) than on any other day of the week. *Fatal* crashes occurred most often on weekends while *injury* collisions were more evenly distributed throughout the week.

Collisions that resulted in deaths occurred more frequently on Saturdays (25.0%) and Sundays (15.9%). The lowest number of fatal collisions took place on Tuesday (6.8%). Injury collisions happened most often on Fridays and Thursdays (16.1% and 15.1%), while these crashes occurred least often on Sundays (10.6%).

Fatal and Injury Collisions by Day of Occurrence 2005

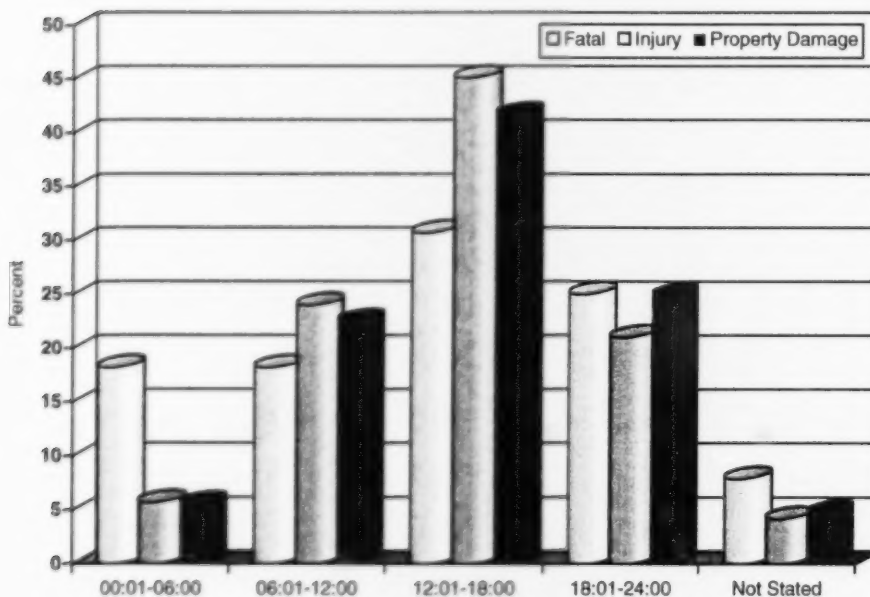


Time of Occurrence and Collision Severity 2005

Time	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
00:01 - 06:00	16	371	1511	1898	5.7
06:01 - 12:01	16	1563	6024	7603	22.8
12:01 - 18:00	27	2938	11135	14100	42.4
18:01 - 24:00	22	1370	6677	8069	24.3
Not Stated	7	270	1321	1598	4.8
Total	88	6512	26668	33268	100.0

The highest frequency of total traffic collisions during 2005 occurred between 12:01 - 18:00 hours at 42.4%. Fatal collisions occurred most often between midday till midnight 12:01 to 24:00 at 30.7% and 25.0% respectively. The 12:01 - 18:00 time frame accounted for 45.1% of injury collisions.

Comparison of Traffic Collisions by Time of Occurrence and Collision Severity 2005



Collision Type and Urban/Rural Location 2005

Collision Type	Location												
	Urban				Rural				Provincial Total				%
	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	Fatal	Injury	Property Damage	Total	
Pedestrian	9	410	13	432	2	7	0	9	11	417	13	441	1.3
Motor Vehicle	7	4136	18291	22434	31	343	695	1069	38	4479	18986	23503	70.6
Train	1	2	7	10	1	3	1	5	2	5	8	15	0.1
Motorcycle	1	84	34	119	2	21	13	36	3	105	47	155	0.5
Animal Drawn	0	0	0	0	0	0	1	1	0	0	1	1	~.
Bicycle	2	264	28	294	0	5	0	5	2	269	28	299	0.9
Animal	0	10	242	252	1	142	3285	3428	1	152	3527	3680	11.1
Fixed Object	1	212	1664	1877	1	53	237	291	2	265	1901	2168	6.5
Other Object	3	40	356	399	3	34	171	208	6	74	527	607	1.8
Overtuned	0	5	27	32	2	58	76	136	2	63	103	168	0.5
Ran Off Roadway	3	84	235	322	18	587	1193	1798	21	671	1428	2120	6.4
Other Non Collision	0	8	29	37	0	4	70	74	0	12	99	111	0.3
Total	27	5255	20926	26208	61	1257	5742	7060	88	6512	26668	33268	100.0

In urban areas, the primary collision type was "motor vehicle to motor vehicle" which accounted for 85.6% of total reportable crashes, while in rural areas, the primary collision type was "motor vehicle to animal" at 48.6%.

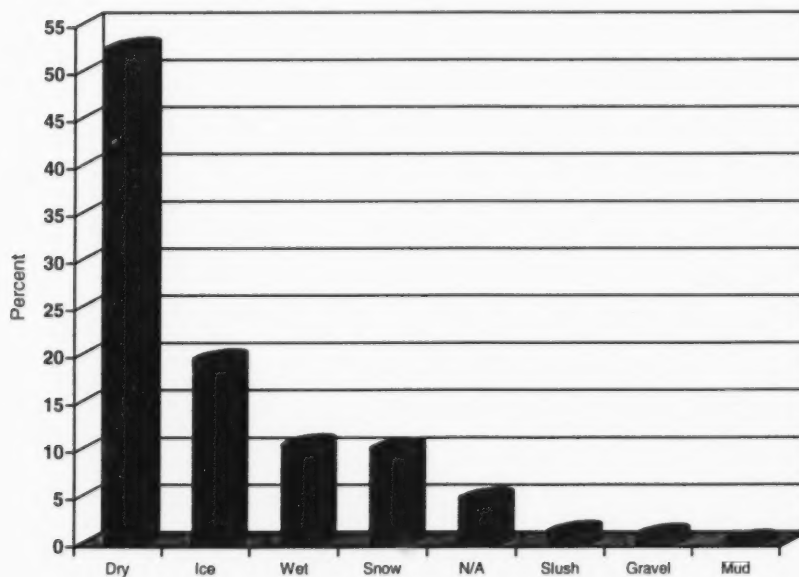
Fatal collisions were more than twice as likely to occur on rural roadways than in *urban areas* (61 versus 27). In urban areas, "pedestrian" and "motor vehicle" were the primary fatal collision types, whereas in rural areas, "motor vehicle" and "ran off roadway" were the most frequently identified fatal collision types.

Road Surface Condition and Collision Severity 2005

Road Surface Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Dry	55	3591	13821	17467	52.5
Wet	8	866	2629	3503	10.5
Mud	0	8	76	84	0.3
Snow	6	477	2875	3358	10.1
Ice	13	1188	5284	6485	19.5
Slush	1	96	333	430	1.3
Loose Sand/Gravel/Dirt	2	83	232	317	1.0
Fresh Oil	0	0	3	3	-.
Not Applicable	3	200	1406	1609	4.8
Unknown	0	3	9	12	-.
Total	88	6512	26668	33268	100.0

Nearly two thirds of traffic collisions resulting in fatalities (62.5%) and over half of collisions resulting in personal injuries (55.1%) happened on "dry" roads. Ice, wet and snow-covered road surfaces accounted for 30.7% of fatal collisions, 38.9% of injury collisions, and 40.5% of property damage collisions.

Distribution of Total Collisions by Road Surface Condition 2005

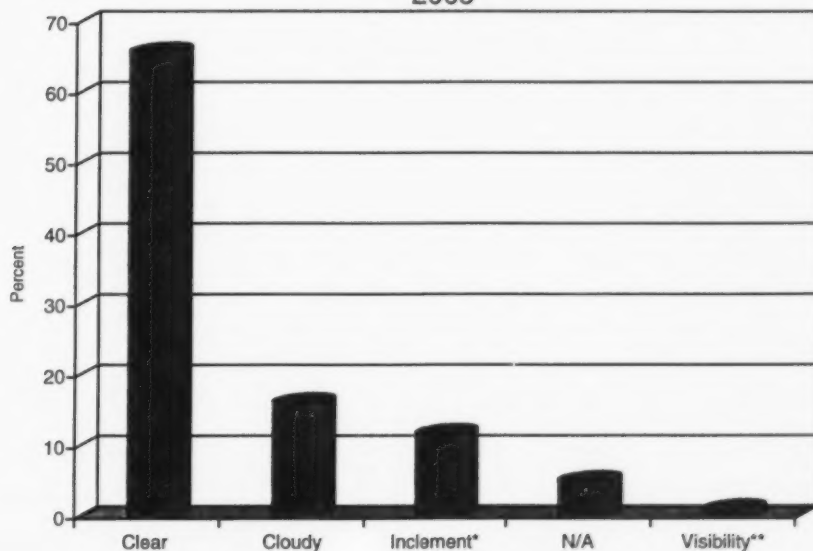


Weather Condition and Collision Severity 2005

Weather Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Clear	46	4266	17570	21882	65.8
Cloudy	28	1120	4228	5376	16.2
Raining	3	371	1185	1559	4.7
Snowing	8	338	1484	1830	5.5
Fog or Mist	1	68	286	355	1.1
Smoke or Dust	0	6	8	14	-.
Freezing Rain/Sleet/Hail	0	39	119	158	0.5
Drifting Snow	1	49	174	224	0.7
Strong Winds	0	39	110	149	0.4
Not Applicable	1	212	1490	1703	5.1
Unknown	0	3	13	16	-.
Other	0	1	1	2	-.
Total	88	6512	26668	33268	100.0

Approximately four out of five traffic crashes which resulted in casualties occurred in clear (sunny/cloudy) weather conditions (84.1% for fatal; 82.7% for injury collisions). "Raining", "snowing/drifting" and "freezing rain/sleet/hail" accounted for 12.5% of fatal collisions, 11.5% of injury collisions, and 10.4% of property damage collisions.

Distribution of Total Collisions by Weather Condition 2005



*Inclement weather includes raining, snowing, freezing rain/sleet/hail, drifting snow and strong winds.

**Visibility weather conditions include fog/mist and smoke/dust.

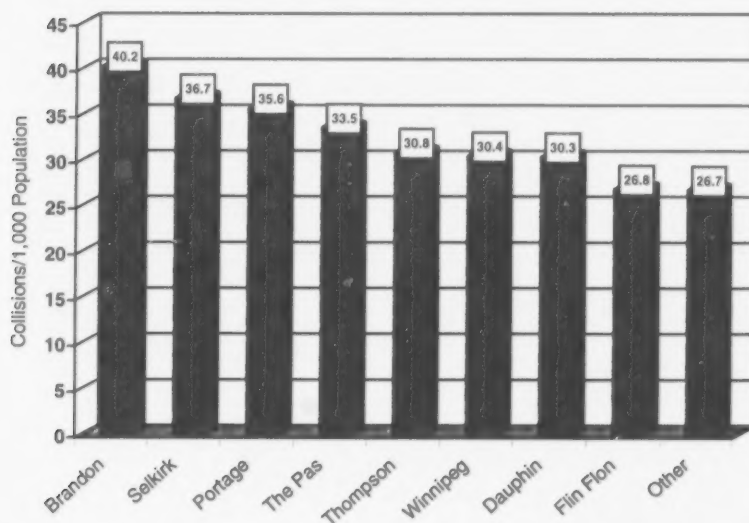
Provincial Location and Collision Severity 2005

Location	Collision Severity			Total	%	Collisions /1,000 Population ¹
	Fatal	Injury	Property Damage			
Winnipeg	14	4405	14442	18861	56.7	30.4
Brandon	1	231	1364	1596	4.8	40.2
Portage la Prairie	1	73	389	463	1.4	35.6
Flin Flon	0	3	158	161	0.5	26.8
Dauphin	0	28	217	245	0.7	30.3
Thompson	1	30	378	409	1.2	30.8
The Pas	0	12	182	194	0.6	33.5
Selkirk	0	41	317	358	1.1	36.7
Other – Urban	10	432	3479	3921	11.8	26.7
Other – Rural	61	1257	5742	7060	21.2	
Total	88	6512	26668	33268	100.0	29.7

¹Based on 2001 rounded-up census statistics from Statistics Canada; next census 2006

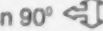
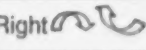
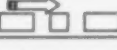
Of the total traffic collisions, 56.7% occurred within the City of Winnipeg, while 21.2% of the total collisions occurred in rural areas. However, rural roadway collisions accounted for more than two thirds (69.3% or 61) of total fatal collisions.

Distribution of Total Collisions by Provincial Location /1,000 Population 2005



The graph demonstrates that the top three cities/towns having the largest collision rate per capita are Brandon (40.2/1,000), Selkirk (36.7/1,000) and Portage La Prairie (35.6/1,000).

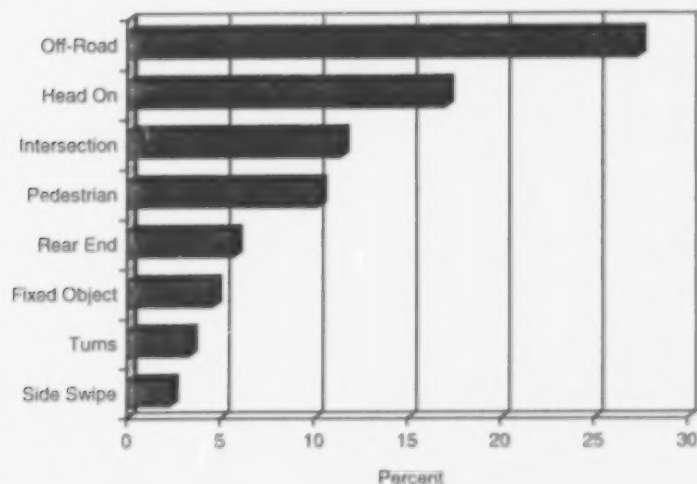
Accident Configuration and Collision Severity 2005

Configuration	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Rear End 	5	2017	4604	6626	19.9
Head On 	15	75	255	345	1.0
Side Swipe 	2	53	353	408	1.2
Side Swipe 	0	123	1435	1558	4.7
Overtaking 	0	71	409	480	1.4
Right Turn 	1	43	118	162	0.5
Right Turn 	0	18	101	119	0.4
Left Turn 	0	75	176	251	0.8
Left Turn 	1	38	195	234	0.7
Left Turn 	1	318	771	1090	3.3
Intersection 90° 	10	1141	2782	3933	11.8
Off-Road Right 	11	340	801	1152	3.5
Off-Road Left 	13	252	495	760	2.3
Fixed Object 	4	167	1268	1439	4.3
Parking 	0	37	2385	2422	7.3
Pedestrian 	9	407	18	434	1.3
Other ¹	16	1337	10502	11855	35.6
Total	88	6512	26668	33268	100.0

¹ Primarily accidents involving more than one collision configuration

"Rear-end", "90° intersection" and "parking" configurations accounted for 39.0% of total crashes.

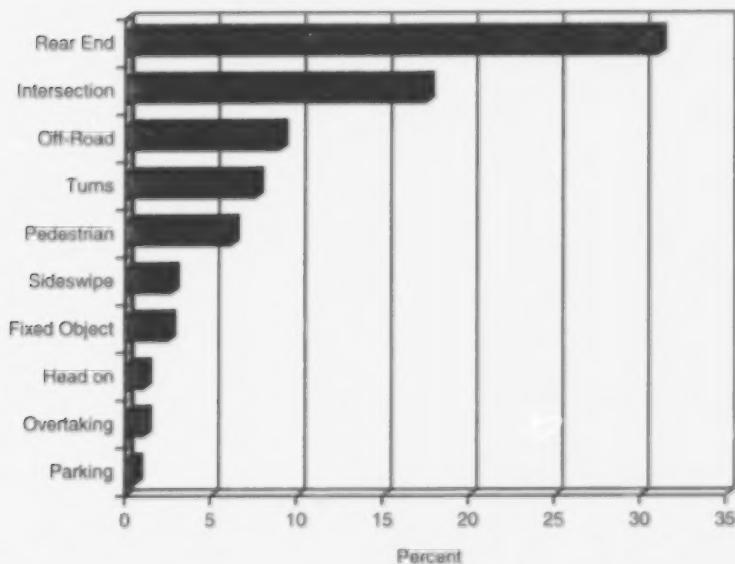
Distribution of Fatal Collisions¹ by Accident Configuration
2005



¹ Excludes "other" category, defined as crashes with two or more vehicles involved or more than one accident configuration

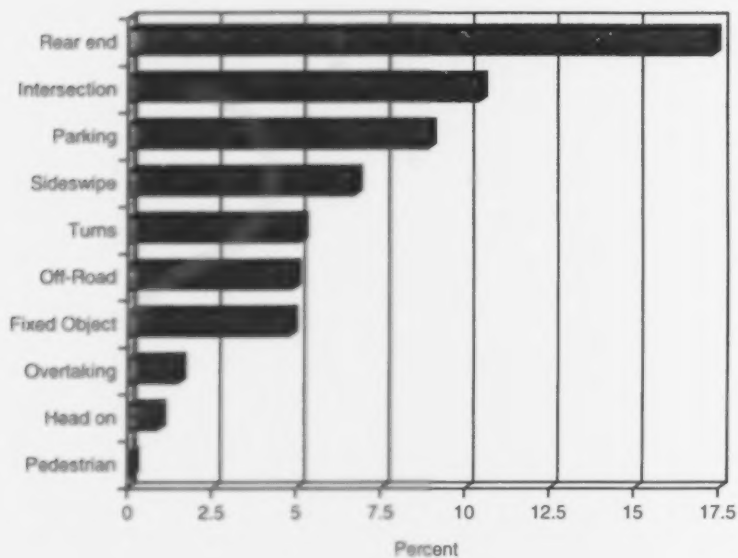
Leading configurations resulting in death are "off-road" (27.3%), "head on" (17.0%), and "intersection 90°" (11.4%). "Off-road" refers to crashes where either a single vehicle entered the right ditch or crossed the road and entered the left ditch.

Distribution of Injury Collisions¹ by Accident Configuration
2005



Injury collisions display different configuration patterns than fatal crashes (off-road ranks third in injury; 9.1% versus first in fatal at 27.3%). "Rear-end" collisions accounted for the largest percentage of injury crashes (31.0%), followed by "intersection 90°" (17.5%).

Distribution of Property Damage Collisions¹ by Accident Configuration
2005



¹Excludes "other" category, primarily defined as crashes with more than one accident configuration

The leading property damage configurations are "rear-end" (17.3%) and "intersection 90°" (10.4%).

Section 5

Collision Victims



INTRODUCTION TO SECTION 5

This section deals with victims killed and injured as a result of vehicle crashes. "Killed" refers to those individuals who die within 30 days of the crash.

There are four types of non-fatal injured victims:

- minimal - required no hospital treatment;
- minor - treated and released;
- major - victim was admitted to hospital; and
- non-specified injury.

The elements examined in this section include:

- month, day, time of crash;
- age group and gender;
- road user class;
- collision type and configuration; and
- safety equipment usage.

"Accident configuration" indicates the number of individuals killed and injured while the vehicles were involved in particular manoeuvres (such as turning left, approaching too close - rear end, side swipe) or approaches (such as intersection). The section also indicates the degree to which vehicle defects contributed to death or injury.

The final table of this section refers to safety equipment usage for all vehicle occupants involved in fatal collisions. At this time, no record is kept of the degree to which safety equipment prevented a vehicle user from becoming a victim since only victims are recorded.

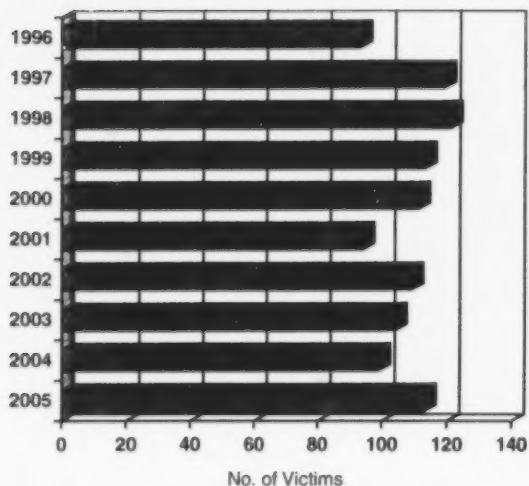
Ten Year Summary
1996 – 2005

Year	Injury Type		Total
	Killed	Injured	
1996	93	10467	10560
1997	119	9148	9267
1998	121	9531	9652
1999	113	9697	9810
2000	111	9485	9596
2001	94	9002	9096
2002	109	9533	9642
2003	104	9782	9886
2004	99	9319	9418
2005	113	8679	8792

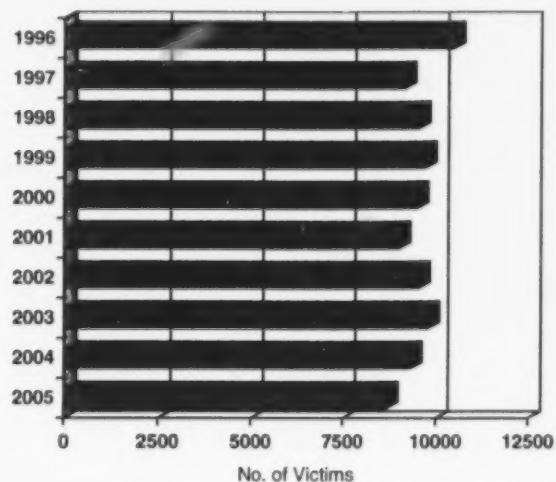
The total number of people killed and injured in traffic collisions decreased by 6.6% between 2004 and 2005 (9,418 to 8,792). Fatalities rose from 99 to 113, an increase of 14.1%. Injured victims decreased by 6.9% between 2004 and 2005 (9,319 to 8,679).

Comparison of Collision Victims
Ten Year Summary
1996 – 2005

Killed



Injured

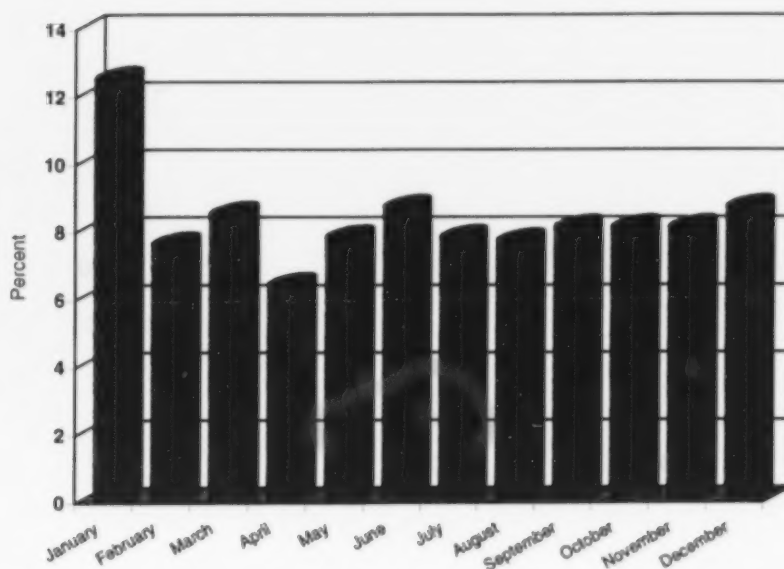


Month of Occurrence and Injury Type
2005

Month	Injury Type		Total	%
	Killed	Injured		
January	13	1085	1098	12.5
February	14	656	670	7.6
March	6	744	750	8.5
April	3	555	558	6.4
May	9	679	688	7.8
June	12	752	764	8.7
July	6	683	689	7.8
August	9	664	673	7.7
September	9	703	712	8.1
October	14	699	713	8.1
November	6	707	713	8.1
December	12	752	764	8.7
Total	113	8679	8792	100.0

Death occurred most often in February (14) and October (14), at 12.4%, while April recorded the least number of killed at 3 or 2.7%. The greatest number of nonfatal injuries occurred in January (12.5%), followed by June and December at 752 or 8.7% each.

Distribution of Total Collision Victims
by Month of Occurrence
2005

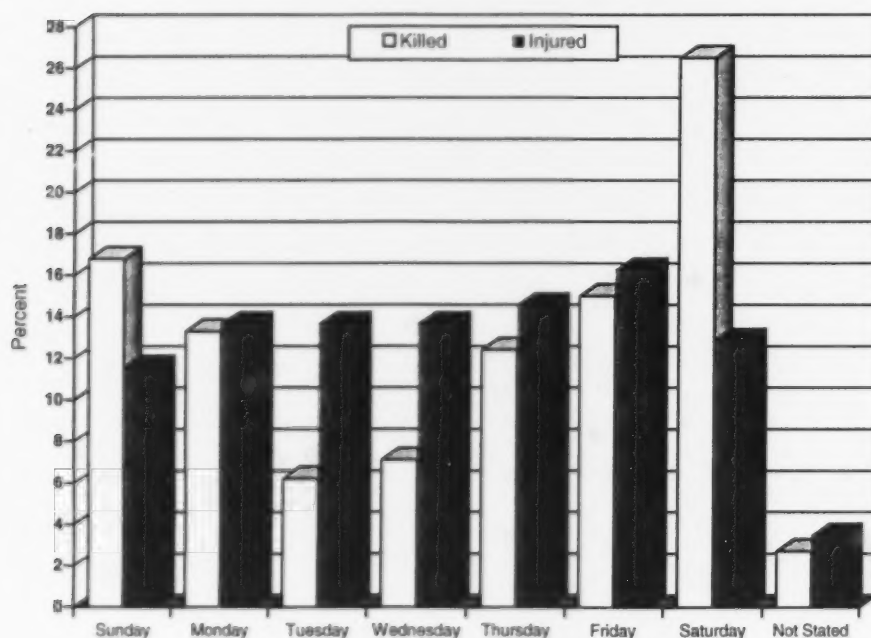


Day of Occurrence and Injury Type 2005

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	19	1003	1022	11.6
Monday	15	1192	1207	13.7
Tuesday	7	1192	1199	13.6
Wednesday	8	1193	1201	13.7
Thursday	14	1266	1280	14.6
Friday	17	1409	1426	16.2
Saturday	30	1119	1149	13.1
Not Stated	3	305	308	3.5
Total	113	8679	8792	100.0

Victims were one and a half times more likely to be killed on the weekend (Friday to Sunday) than weekdays (Monday to Thursday), 66 versus 44. Saturdays and Sundays accounted for the highest percentage of fatalities (43.4%) while Tuesdays accounted for the lowest (6.2%). Injuries happened most often on Thursdays and Fridays (14.6% and 16.2% respectively), and least often on Sundays (11.6%).

Comparison of Collision Victims by Day of Occurrence and Injury Type 2005

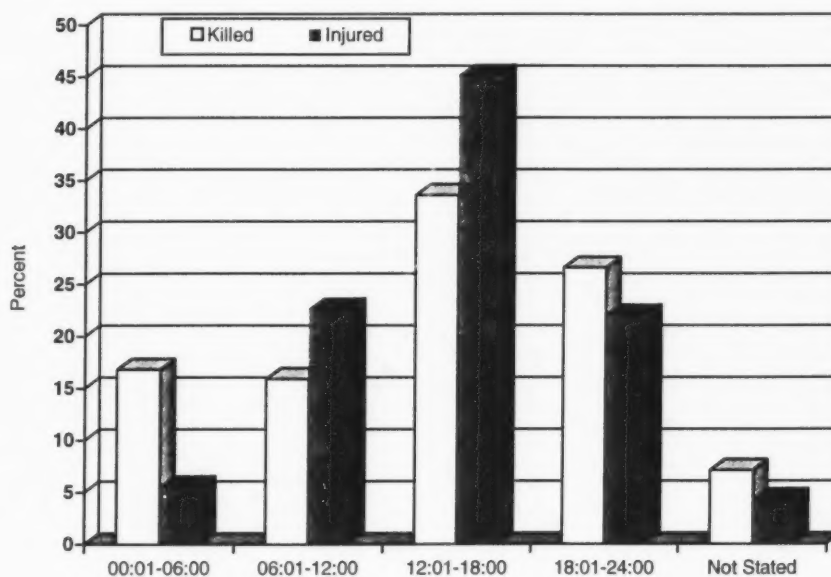


Time of Occurrence and Injury Type 2005

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	19	486	505	5.7
06:01 - 12:00	18	1974	1992	22.7
12:01 - 18:00	38	3919	3957	45.0
18:01 - 24:00	30	1918	1948	22.2
Not Stated	8	382	390	4.4
Total	113	8679	8792	100.0

The highest incidence of casualties (45.0%) occurred within the time frame of 12:01 – 18:00 hours. Fatalities were more likely to occur between lunchtime and midnight at 33.6% and 26.6% respectively, while injured victims were twice as likely to sustain an injury between early morning and suppertime (06:01 – 18:00 hours).

Comparison of Collision Victims by Time of Occurrence and Injury Type 2005



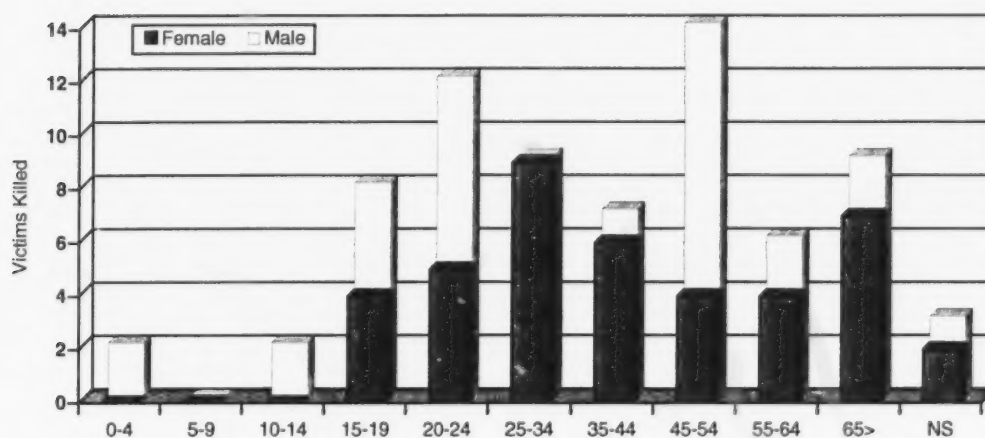
Age Group, Injury Type, and Sex 2005

Age Group	Injury Type								Grand Total	Victims /1,000 Population ¹
	Killed				Injured					
	Male	Female	N.S. ²	Total	Male	Female	N.S. ²	Total		
0-4	2	0	0	2	55	38	0	93	95	1.3
5-9	0	0	0	0	84	90	0	174	174	2.2
10-14	2	0	0	2	125	124	0	249	251	3.0
15-19	8	4	0	12	422	508	0	930	942	11.7
20-24	12	5	0	17	379	493	0	872	889	12.2
25-34	9	9	0	18	572	642	0	1214	1232	8.6
35-44	7	6	0	13	545	752	0	1297	1310	7.4
45-54	14	4	0	18	516	598	0	1114	1132	7.3
55-64	6	4	0	10	266	334	0	600	610	6.1
65 >	9	7	0	16	220	262	0	482	498	3.2
N.S. ²	3	2	0	5	785	868	1	1654	1659	
Total	72	41	0	113	3969	4709	1	8679	8792	7.9

¹Based on 2001 rounded-up census statistics from Statistics Canada.

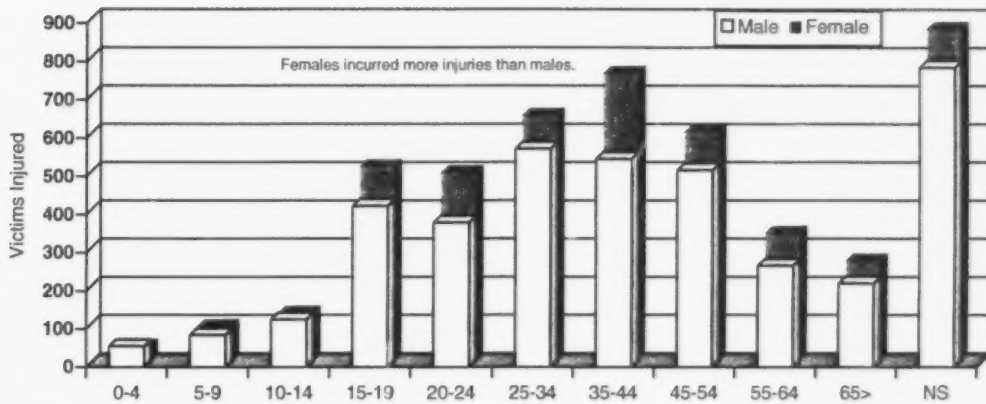
²Not stated.

Comparison of Collision Victims Killed by Age Group and Sex



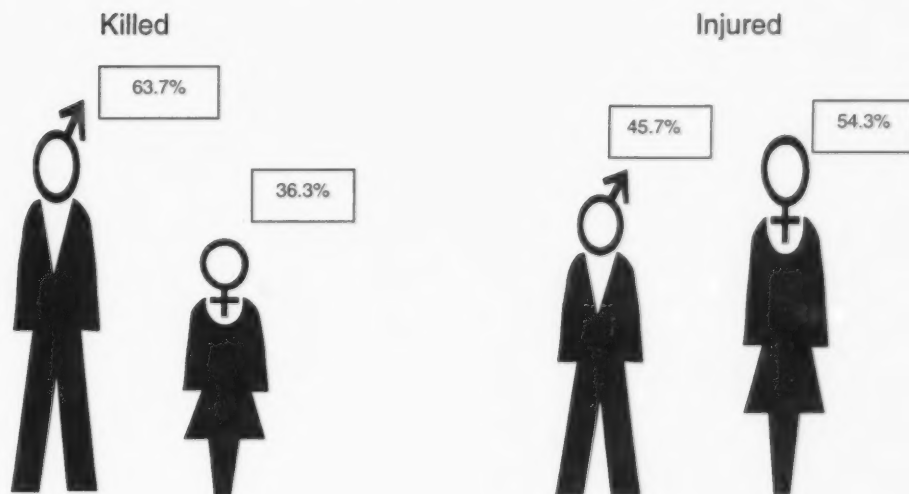
Male victims made up 63.7% (72) of all fatally injured victims, while females constitute 36.3% (41). Among male age groups, those aged 45-54 incurred the largest number of fatalities (14 or 19.4%). Among females, the age groups with the highest number killed were 25-34 years (9 or 22.0%).

Comparison of Collision Victims Injured by Age Group and Sex 2005



The number of female victims injured in all age groups is greater (ranging from 12.4% to 38.0%) than male victims except for the age groups 0-4 years and 10-14 years. Of all injured victims, 54.3% were female and 45.7% were male.

Comparison of Total Collision Victims by Injury Type and Sex 2005



Males are more likely to be fatally injured in collisions than are females.

**Total Collision Victims Killed
by Road User Class and Age Group
2005**

Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS ¹		
Driver	0	0	7	8	9	10	8	5	8	2	57	50.5
Passenger	1	2	4	7	8	2	7	3	5	0	39	34.5
Pedestrian	1	0	1	1	1	0	2	0	3	2	11	9.7
Bicyclist	0	0	0	1	0	0	0	0	0	1	2	1.8
Motorcyclist ²	0	0	0	0	0	1	1	2	0	0	4	3.5
Total	2	2	12	17	18	13	18	10	16	5	113	100.0

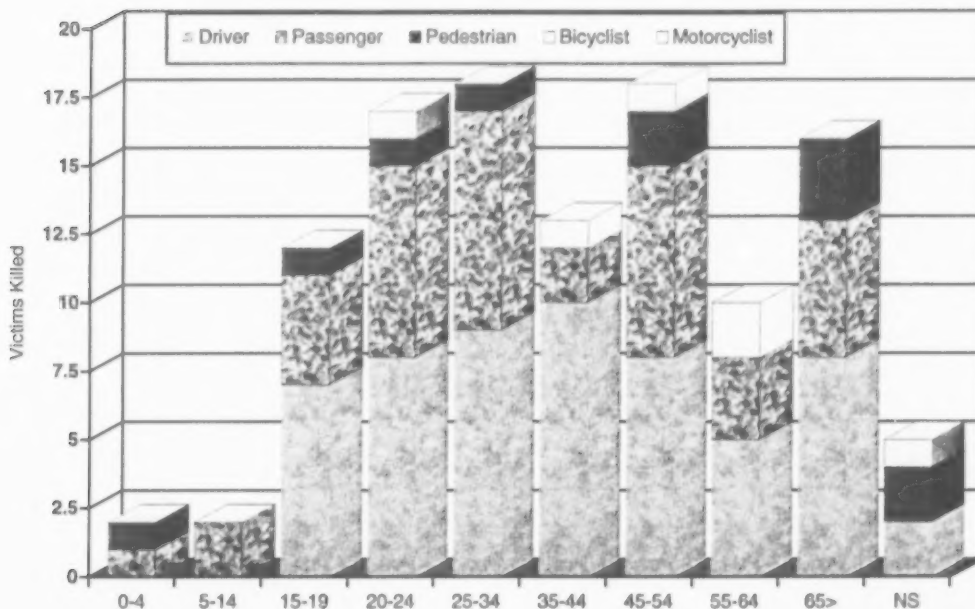
¹Not stated, age group unknown.

²Includes passengers.

Motor vehicle drivers, excluding motorcyclists, accounted for 50.5% of the persons killed in traffic collisions, while passengers accounted for 34.5%. The remaining road users were distributed as follows: pedestrians 9.7%, motorcyclists, who include both drivers and passengers 3.5%, and bicyclist 1.8%.

The 25-34 and 45-54 age groups incurred the most fatalities at 15.9% (18) each.

**Comparison of Collision Victims Killed
by Road User Class and Age Group
2005**



**Total Collision Victims Injured
by Road User Class and Age Group
2005**

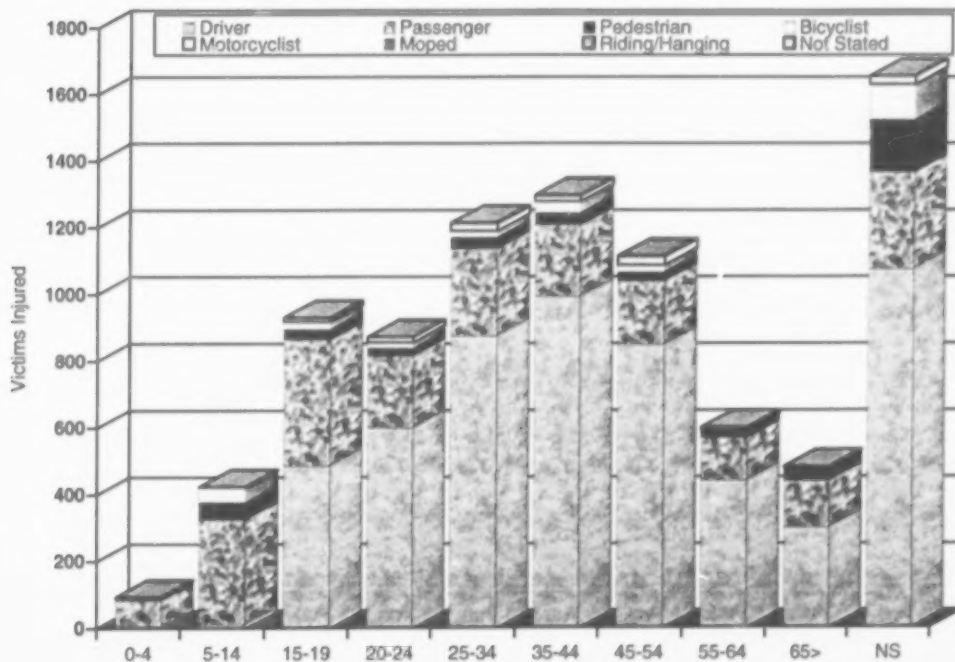
Road User Class	Age Group										Total	%
	0-4	5-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS ¹		
Driver	4	11	486	600	874	993	849	441	300	1074	5632	64.9
Passenger	79	314	377	215	262	214	190	127	139	291	2208	25.4
Pedestrian	9	53	33	24	35	37	27	20	37	159	434	5.0
Bicyclist	1	45	22	17	19	35	21	2	4	105	271	3.1
Motorcyclist ²	0	0	11	16	22	16	26	9	1	25	126	1.5
Riding/Hanging	0	0	0	0	0	0	0	1	1	0	2	-.-
Moped	0	0	1	0	1	2	1	0	0	0	5	0.1
Not Stated	0	0	0	0	1	0	0	0	0	0	1	-.-
Total	93	423	930	872	1214	1297	1114	600	482	1654	8679	100.0

¹Not stated, age group unknown.

²Includes passengers.

Motor vehicle drivers and passengers accounted for 90.3% of road users injured. The remaining injured road users were distributed as follows: pedestrians 5.0%, bicyclists 3.1%, motorcyclists 1.5% and other 0.1%. The 35-44 age group accounted for 15.0% of road users injured, followed by the 25-34 age group, at 14.0%.

**Comparison of Collision Victims Injured
by Road User Class and Age Group
2005**



Collision and Injury Type 2005

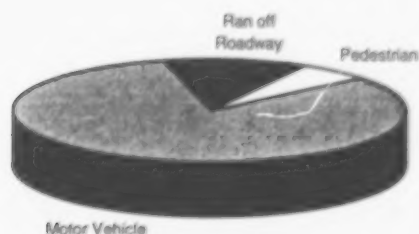
Collision Type	Injury Type		Total	%
	Killed	Injured		
Pedestrian	12	440	452	5.1
Motor Vehicle	57	6215	6272	71.3
Train	2	14	16	0.2
Motorcycle	4	121	125	1.4
Bicycle	2	282	284	3.2
Animal	1	189	190	2.2
Fixed Object	2	316	318	3.6
Other Object	7	97	104	1.2
Overturned	2	83	85	1.0
Ran Off Roadway	24	907	931	10.6
Other Non-Collision	0	15	15	0.2
Total	113	8679	8792	100.0

Of the total collision victims (57 or 50.4%) were killed and (6215 or 71.6%) were injured in "motor vehicle to motor vehicle" collisions. A further 10.6% of all casualties were involved in "ran off roadway" collisions, followed by "pedestrian" collisions at 5.1%.

Distribution of Top Three Collision Types by Injury Type 2005



Killed



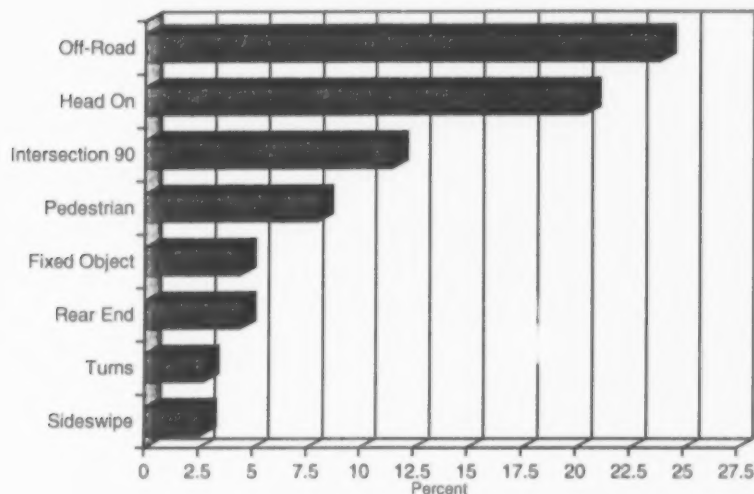
Injured

Accident Configuration and Injury Type 2005

Configuration	Injury Type		Total	%
	Killed	Injured		
Rear End 	5	2681	2686	30.5
Head On 	23	156	179	2.0
Side Swipe 	3	74	77	0.9
Side Swipe 	0	147	147	1.7
Overtaking 	0	94	94	1.0
Right Turn 	1	53	54	0.6
Right Turn 	0	23	23	0.3
Left Turn 	0	93	93	1.1
Left Turn 	1	50	51	0.6
Left Turn 	1	459	460	5.2
Intersection 90° 	13	1630	1643	18.7
Off-Road Right 	12	444	456	5.2
Off-Road Left 	15	353	368	4.2
Fixed Object 	5	194	199	2.3
Parking 	0	40	40	0.4
Pedestrian	9	420	429	4.9
Other ¹	25	1768	1793	20.4
Total	113	8679	8792	100.0

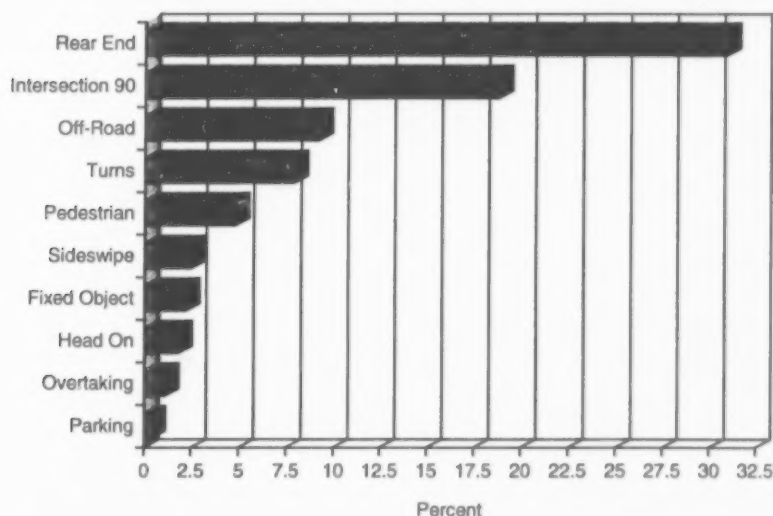
¹ Accidents with more than two vehicles involved or more than one configuration noted.

Distribution of Collision Victims Killed by Accident Configuration*
2005



Most fatalities occurred in "off-road, left and right", "head-on" and "intersection 90th" accident configurations. "Off-road, right or left" configuration involves a single vehicle entering the right-hand ditch or a vehicle crossing the road and entering the left-hand ditch. Injury severity may be higher in these "off-road" collisions due to vehicle rollover.

Distribution of Collision Victims Injured by Accident Configuration*
2005



*Other category not graphically presented as the configuration usually refers to accidents involving more than two vehicles or more than one configuration.

Injuries occurred most often in "rear-end" (30.9%) and "intersection 90th" (18.8%) accident configurations and least often in "parking" configurations.

Vehicle Defect and Injury Type 2005

Vehicle Defect	Injury Type		Total	%
	Killed	Injured		
No Apparent Defect	45	4512	4557	51.9
Defective Brakes	0	14	14	0.2
Defective Steering	0	4	4	0.1
Defective Headlights	0	1	1	-.-
Defective Brake Lights	0	1	1	-.-
Defective Lighting (Unspecified)	0	1	1	-.-
Defective Engine Control/Drive Train	0	3	3	-.-
Defective Suspension/Wheels	0	1	1	-.-
Defective Tires	0	29	29	0.3
Defective Tow Hitch/Yoke	0	0	0	0.0
Defective Exhaust System	0	0	0	0.0
Hood/Tailgate/Door/Covering Opened	0	0	0	0.0
Defective Glazing (Obscured Windows)	0	3	3	-.-
Vehicle Modifications	0	2	2	-.-
Fire	0	0	0	0.0
Overloaded/Oversized	0	2	2	-.-
Load Shifted/Spilled	0	2	2	-.-
Jack-Knife/Trailer Swing	0	4	4	0.1
Hydroplaning of Tires	0	2	2	-.-
Not Stated	68	4098	4166	47.4
Total	113	8679	8792	100.0

Of vehicle defects known, no victims were killed in 2005 that had an apparent defect at the time of collision occurrence. Sixty-nine victims were injured in vehicles that had an apparent defect at the time of collision occurrence. There were more casualties in vehicles with "defective tires" (29) and "defective brakes" (14).

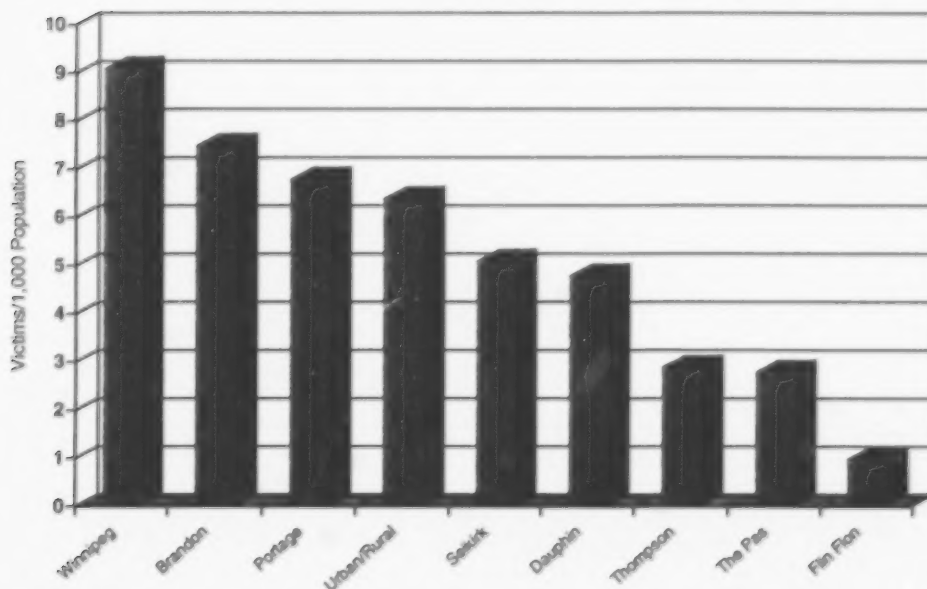
Provincial Location and Injury Type 2005

Location	Injury Type		Total	%	Victims /1,000 Population ¹
	Killed	Injured			
Winnipeg	16	5615	5631	64.1	9.1
Brandon	1	298	299	3.4	7.5
Portage la Prairie	1	87	88	1.0	6.8
Flin Flon	0	6	6	0.1	1.0
Dauphin	0	39	39	0.4	4.8
Thompson	1	38	39	0.4	2.9
The Pas	0	16	16	0.2	2.8
Selkirk	0	50	50	0.6	5.1
Other Urban	10	624	634	7.2	6.4
Rural	84	1906	1990	22.6	
Total	113	8679	8792	100.0	7.9

¹Based on 2001 rounded-up census statistics from Statistics Canada, next census 2006.

Traffic accidents within the City of Winnipeg accounted for 64.1% (5631) of the total collision victims. Other communities accounted for 13.3% (1171) of the total collision victims and rural areas 22.6% (1990). Rural areas accounted for 74.3% (84) of all fatally injured collision victims. Much higher speeds on rural roadways (90 to 100 km/h) versus urban areas (50 to 60 km/h) may partly account for the more than 3 to 1 ratio between rural and urban fatalities.

Incidence of Total Collision Victims by Provincial Location /1,000 Population 2005



Safety Equipment and Ejection
Fatal Vehicle Occupant Victims¹
2005

Safety Equipment	Victims	%	Ejected	Partially Ejected
Lap Belt Installed – In Use	1	1.1		
Lap Belt Installed – Not In Use	1	1.1		
Shoulder Belt Installed – In Use	2	2.2		
Shoulder Belt Installed – Not In Use	4	4.5		
Lap/Shoulder Belt Assembly – In Use	39	43.3		
Combined Belt Assembly Installed – Not in Use	28	31.1	10	1
Air Bag Deployed/Safety Belt In Use	3	3.4		
Air Bag Deployed/Safety Belt Not In Use	1	1.1		
Safety Seat in Use	1	1.1		
Unknown	10	11.1	3	
Total	90	100.0	13	1

¹Fatal vehicle occupant victim category excludes pedestrians, motorcyclists and bicyclists.

Of the total fatal vehicle occupant victims, 34 or 37.8% were known not to be wearing a safety device at time of collision occurrence.

Of the 80 victims whose seatbelt usage was known, 10 (12.5%) were ejected from the vehicle.

Section 6

Pedestrian Victims



INTRODUCTION TO SECTION 6

This section deals with pedestrians killed and injured in traffic collisions. Month, hour and day occurrences are examined. Attention is focused on the age of the pedestrian and the most frequently reported actions prior to being struck.

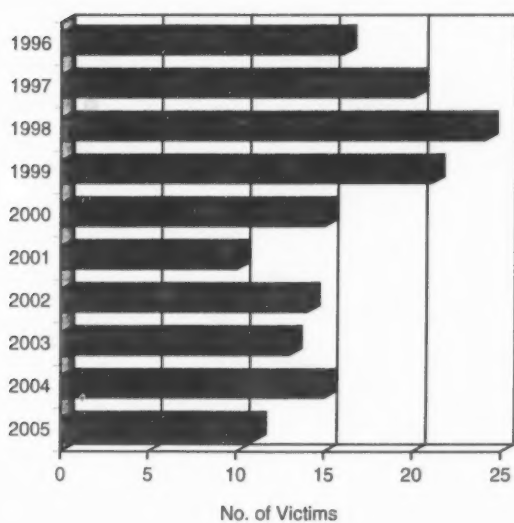
Ten Year Summary 1996 – 2005

Year	Injury Type		Total
	Killed	Injured	
1996	16	535	551
1997	20	481	501
1998	24	496	520
1999	21	504	525
2000	15	484	499
2001	10	460	470
2002	14	441	455
2003	13	511	524
2004	15	458	473
2005	11	434	445

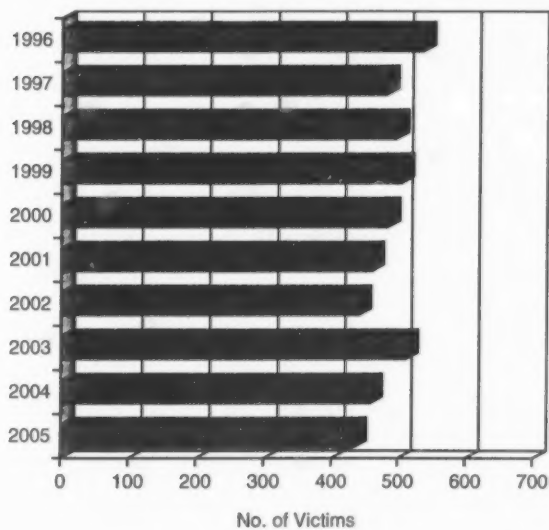
There were 434 pedestrians injured in traffic collisions in 2005, down 5.2% from 2004. The number of pedestrians killed decreased from 15 in 2004 to 11 in 2005.

Comparison of Pedestrian Victims 1996 – 2005

Killed



Injured

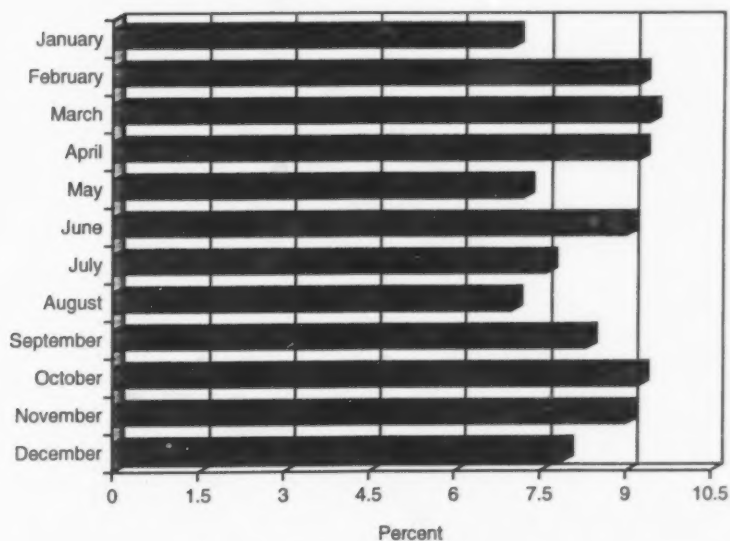


Month of Occurrence and Injury Type 2005

Month	Injury Type		Total	%
	Killed	Injured		
January	0	31	31	7.0
February	2	39	41	9.2
March	1	41	42	9.4
April	0	41	41	9.2
May	1	31	32	7.2
June	1	39	40	9.0
July	0	34	34	7.6
August	2	29	31	7.0
September	0	37	37	8.3
October	2	3	41	9.2
November	1	39	40	9.0
December	1	34	35	7.9
Total	11	434	445	100.0

Two pedestrian fatalities were recorded in February, August and October. March and April accounted for the largest number of injured pedestrians.

Distribution of Total Pedestrian Victims by Month of Occurrence 2005

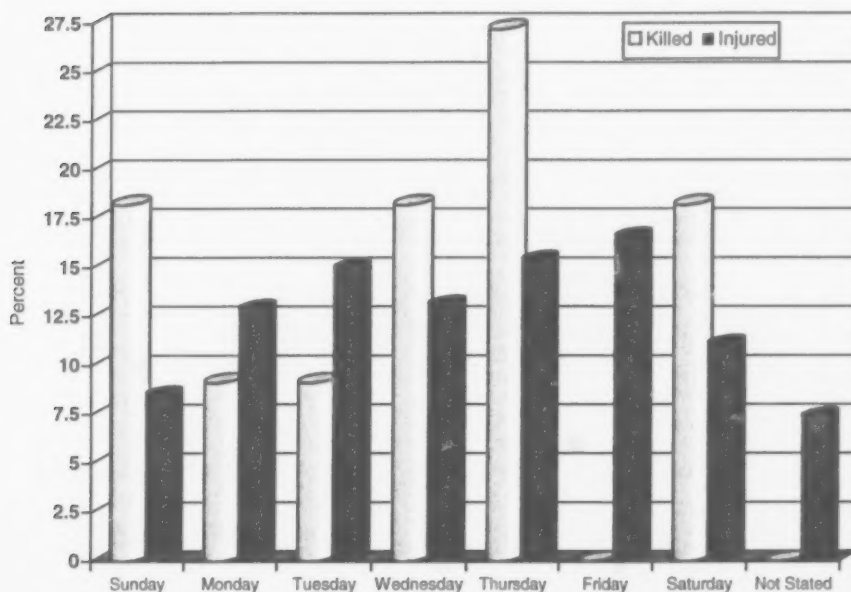


Day of Occurrence and Injury Type 2005

Day	Injury Type		Total	%
	Killed	Injured		
Sunday	2	37	39	8.8
Monday	1	56	57	12.8
Tuesday	1	65	66	14.8
Wednesday	2	57	59	13.3
Thursday	3	67	70	15.7
Friday	0	72	72	16.2
Saturday	2	48	50	11.2
Not Stated	0	32	32	7.2
Total	11	434	445	100.0

Thursday incurred the largest number of killed victims at 27.3% (3) in 2005. Friday was the worst day for total pedestrian collision victims (16.2%). Pedestrian injuries most often occurred on Friday and Thursday (16.6% and 15.4% respectively) and least often on Sunday (8.5%).

Comparison of Pedestrian Victims by Day of Occurrence and Injury Type 2005

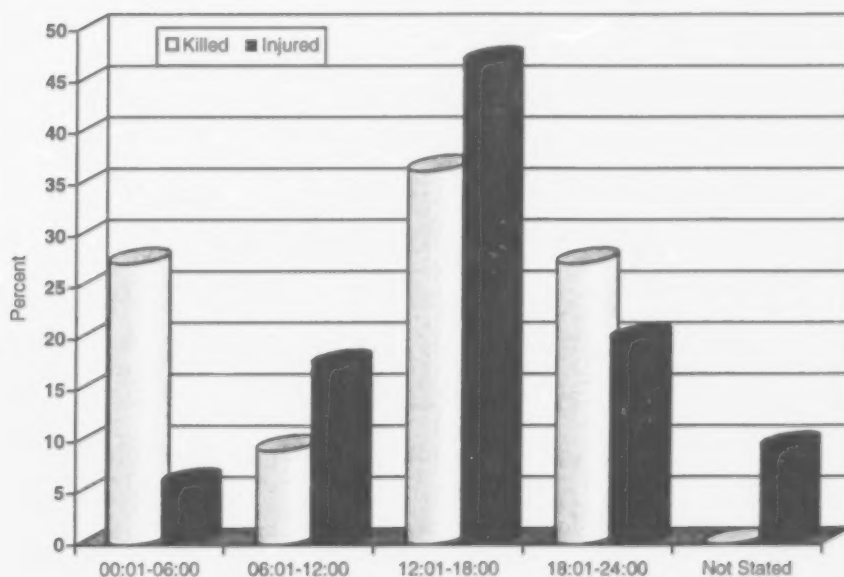


Time of Occurrence and Injury Type 2005

Time	Injury Type		Total	%
	Killed	Injured		
00:01 - 06:00	3	26	29	6.5
06:01 - 12:00	1	76	77	17.3
12:01 - 18:00	4	204	208	46.8
18:01 - 24:00	3	87	90	20.2
Not Stated	0	41	41	9.2
Total	11	434	445	100.0

The time period 12:01 – 18:00 accounted for 36.4% (4) of killed victims and 47.0% (204) injured victims.

Comparison of Pedestrian Victims by Time of Occurrence and Injury Type 2005

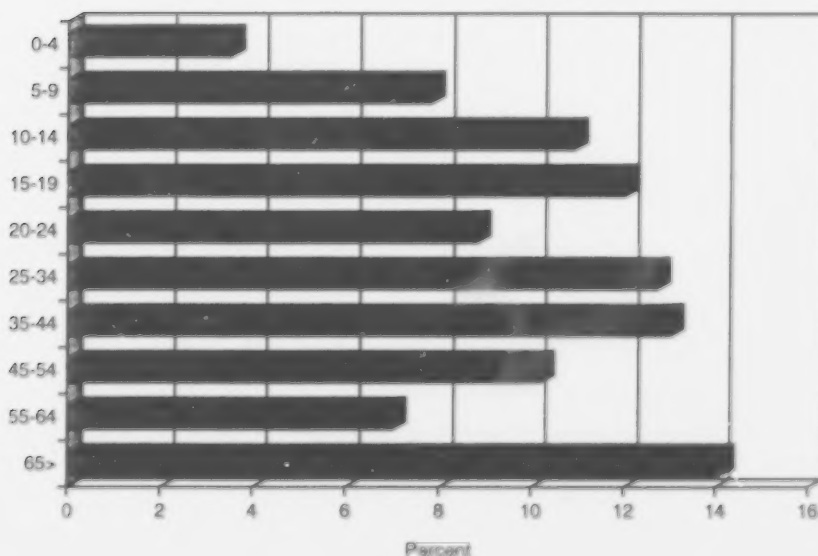


Age Group and Injury Type 2005

Age Group	Injury Type		Total	%
	Killed	Injured		
0-4	1	9	10	2.3
5-9	0	22	22	4.9
10-14	0	31	31	7.0
15-19	1	33	34	7.6
20-24	1	24	25	5.6
25-34	1	35	36	8.1
35-44	0	37	37	8.3
45-54	2	27	29	6.5
55-64	0	20	20	4.5
65>	3	37	40	9.0
Not Stated	2	159	161	36.2
Total	11	434	445	100.0

Of the total number of fatally injured pedestrians, 27.3% (3) were over the age of 65. By contrast, only 13.6% of the total fatally injured victims fall under this age group. Pedestrians 65> and the age group 35-44 incurred the most injuries at 13.5% (37) each. Of all known age groups, 22.2% of the pedestrians killed or injured were under the age of 15.

Distribution of Total Pedestrian Victims by Known Age Group 2005



Pedestrian Action and Injury Type
2005

Pedestrian Action	Injury Type		Total	%
	Killed	Injured		
At Intersection, crossing with right-of-way	0	83	83	18.6
At Intersection, crossing without right-of-way	0	34	34	7.6
At Intersection, crossing, no traffic control	1	15	16	3.6
Between Intersections, crossing roadway	1	37	38	8.5
Walking along roadway with traffic	0	3	3	0.7
Walking along roadway against traffic	0	12	12	2.7
On Sidewalk/Median/Safety Zone	2	13	15	3.4
Walking on roadway (travelled portion)	1	21	22	4.9
From behind Vehicle/Object on roadside	0	13	13	2.9
Running into roadway	1	31	32	7.2
Getting on/off another vehicle	0	2	2	0.5
Pushing/Working on vehicle	1	3	4	0.9
Playing on roadway	0	3	3	0.7
Working on roadway	0	2	2	0.5
Lying in roadway	1	2	3	0.7
Unknown	3	160	163	36.6
Total	11	434	445	100.0

Pedestrian action was a contributing factor in four of the 11 deaths in 2005. Their actions included: lying, running, walking on travelled portion of roadway and crossing intersection with no traffic control. Injuries were more than twice as likely to occur at an intersection where the pedestrian has the right of way (83).

Total Killed and Injured Victims
by Pedestrian Action and Age Group
2005

Pedestrian Action	Age Group											Total
	0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65>	NS	
At Intersection, crossing with right-of-way	2	0	7	6	7	6	8	6	7	7	27	83
At Intersection, crossing without right-of-way	1	2	3	5	1	6	3	5	1	4	3	34
At Intersection, crossing with no traffic control	0	2	0	2	0	1	1	1	2	2	5	16
Between Intersections, crossing roadway	0	1	5	4	1	2	4	3	2	3	13	38
Walking along roadway with traffic	0	0	0	0	0	2	0	0	0	1	0	3
Walking along roadway against traffic	0	1	1	1	0	1	2	1	0	2	3	12
On Sidewalk/Median/Safety Zone	0	2	3	0	2	1	2	3	1	0	1	15
Walking on Roadway (travelled portion)	1	0	1	3	1	3	0	1	1	3	8	22
From behind Vehicle/ Object on roadway	2	1	1	2	0	0	0	0	0	2	5	13
Running into Roadway	2	10	1	3	1	2	0	0	0	0	13	32
Getting On/Off Another Vehicle	0	0	1	0	1	0	0	0	0	0	0	2
Pushing/Working on Vehicle	0	0	0	0	1	0	0	1	0	1	1	4
Playing on Roadway	1	1	0	0	0	0	0	0	0	0	1	3
Working on Roadway	0	0	0	0	0	0	1	1	0	0	0	2
Lying on Roadway	0	0	0	1	1	0	0	0	0	1	0	3
Unknown	1	2	8	7	9	12	16	7	6	14	81	163
Total	10	22	31	34	25	36	37	29	20	40	161	445
%	2.3	4.9	7.0	7.6	5.6	8.1	8.3	6.5	4.5	9.0	36.2	100.0

Among all pedestrian casualties aged 15 and older, the two most frequently reported pedestrian actions prior to being struck by a motor vehicle were "crossing at intersections with right-of-way" and "crossing roadway without right of way".

Among pedestrians 14 years of age and younger, the most frequently cited pedestrian action was "running onto roadway", followed by "crossing intersection with right-of-way".

Section 7

Vehicle Involvement



INTRODUCTION TO SECTION 7

This section deals with the number of vehicles involved in collisions. It does **not** indicate the number of collisions. Since many collisions involve more than one vehicle, the total number of vehicles involved in collisions will significantly exceed the total number of collisions.

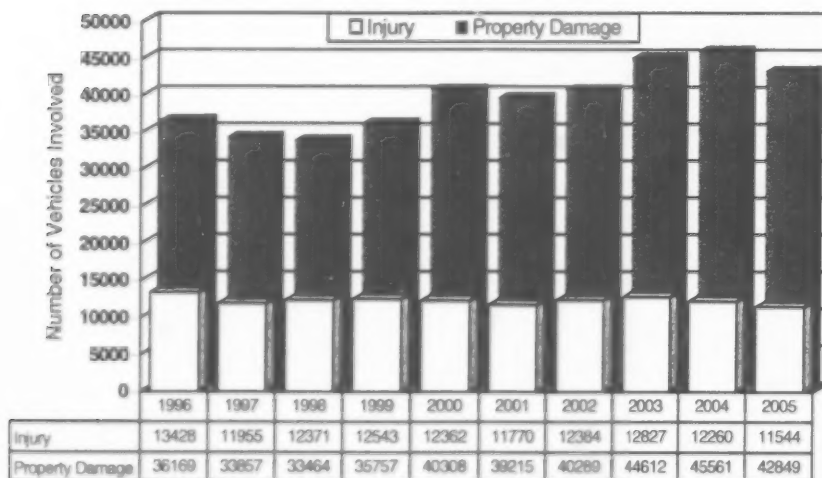
Each vehicle involved in a collision is counted and provision is made for vehicle types such as automobiles, vans, pick-up trucks, types of emergency vehicles. Vehicles involved in collisions that were, or were not, transporting hazardous loads and the nature of these loads is also indicated.

Ten Year Summary 1996 – 2005

Year	Collision Severity			Total
	Fatal	Injury	Property Damage	
1996	115	13428	36169	49712
1997	147	11955	33857	45959
1998	170	12371	33464	46005
1999	157	12543	35757	48457
2000	140	12362	40308	52810
2001	138	11770	39215	51123
2002	156	12384	40289	52829
2003	150	12827	44612	57589
2004	131	12260	45561	57952
2005	135	11544	42849	54528

There were 54,528 vehicles involved in 33,268 collisions during 2005. A total of 135 vehicles were involved in fatal traffic collisions in 2005, an increase of 3.1% from 2004. The number of vehicles involved in injury collisions decreased by 5.8% (12,260 to 11,544) and vehicle involvement in property damage collisions dropped by 6.0% (45,561 to 42,849).

Ten Year Summary Vehicle Involvement by Injury and Property Damage Collision Severity 1996 – 2005*



*Fatal statistics not shown due to low values.

Vehicle Type and Collision Severity 2005

Vehicle Type	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Automobile	60	7280	26645	33985	62.3
Mini/Multi-Purpose Van	14	1306	4932	6252	11.5
Van under 4500 kg	1	155	547	703	1.3
Pick-up under 4500 kg	27	1377	6718	8122	14.9
Truck over 4500 kg (unit chassis)	5	130	513	648	1.2
Power Unit for Semi-Trailer	13	149	484	646	1.2
Truck/Camper	0	11	39	50	0.1
Motorhome	0	2	16	18	-.-
Truck (other)	3	602	2427	3032	5.6
School Bus	0	11	50	61	0.1
Other School Vehicle	0	0	1	1	-.-
Transit Bus – urban	0	29	56	85	0.2
Para-transit Bus	0	2	7	9	-.-
Intercity Bus	0	15	71	86	0.2
Bus (other)	0	5	15	20	-.-
Motorcycle/Scooter	3	120	53	176	0.3
Moped	0	6	0	6	-.-
Bicycle	2	274	25	301	0.6
Ambulance	0	11	18	29	-.-
Fire	0	2	19	21	-.-
Police	0	15	67	82	0.2
Mobility Vehicle	0	0	1	1	-.-
Snow Vehicle	0	2	3	5	-.-
Farm Equipment	0	10	18	28	-.-
Construction Equipment	1	13	106	120	0.2
Train/Other Rail Vehicle	0	0	3	3	-.-
Off-Road Vehicle	6	17	15	38	0.1
Total	135	11544	42849	54528	100.0

Automobiles, vans and pick-up trucks accounted for 75.6% of all vehicles involved in fatal collisions, 87.6% of those involved in injury collisions, and 90.6% of those involved in property damage collisions. Automobiles accounted for a higher percentage of vehicles involved in injury collisions (63.1%) than fatal collisions (44.4%). Conversely, heavy trucks/tractor trailers and truck (other) accounted for a higher percentage of vehicles involved in fatal collisions (15.6%) than in injury collisions (7.6%).

Hazardous Load Type and Collision Severity 2005

Hazardous Load	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Explosives	0	3	12	15	-.-
Flammable Gas	0	5	25	30	0.1
Flammable/Combustible Liquids	0	8	7	15	-.-
Flammable Solids/Dangerous When Wet	0	0	1	1	-.-
Oxidizers/Organic Peroxides	0	0	1	1	-.-
Poisonous Substances/Infectious	0	1	0	1	-.-
Radioactive	0	0	0	0	0.0
Corrosives	0	1	4	5	-.-
Miscellaneous Dangerous Substances	1	1	1	3	-.-
General Cargo (non-hazardous)	8	132	332	472	0.9
Empty	1	73	231	305	0.6
Not Applicable	125	11317	42231	53673	98.4
Other	0	2	1	3	-.-
Unknown	0	1	3	4	-.-
Total	135	11544	42849	54528	100.0

Of the total number of vehicles involved in crashes, 71 were known to be carrying "hazardous goods". Of these, one was involved in a fatal collision, 19 in injury collisions, and 51 in property damage collisions.

Section 8

Driver Involvement



INTRODUCTION TO SECTION 8

This section indicates the number of drivers involved in collisions. This number is less than the amount of vehicle involvement as some crashes involve parked vehicles. Information is provided according to gender and age group.

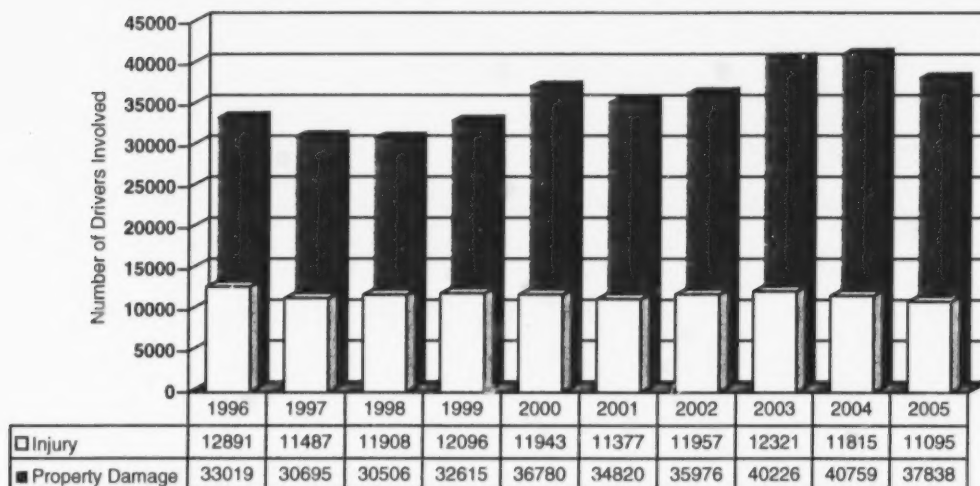
The age group 16-19 recorded the highest rate of collision involvement, at 100 per 1,000 active licensed drivers. The next highest involvement rates were recorded by the age groups 20-24, at 82/1,000 and 25-34, at 60/1,000. The overall relative involvement rate for all age groups in 2005 was 70/1,000.

**Ten Year Summary
1996 – 2005**

Year	Collision Severity			Total
	Fatal	Injury	Property Damage	
1996	110	12891	33019	46020
1997	142	11487	30695	42324
1998	164	11908	30506	42578
1999	151	12096	32615	44862
2000	136	11943	36780	48859
2001	127	11377	34820	46324
2002	149	11957	35976	48082
2003	146	12321	40226	52693
2004	127	11815	40759	52701
2005	126	11095	37838	49059

There were 126 drivers involved in fatal accidents in 2005. The number of drivers involved in injury collisions decreased by 6.1% from 11,815 in 2004 to 11,095 in 2005. Drivers involved in property damage collisions dropped from 40,759 to 37,838, a 7.2% increase.

**Ten Year Summary of Driver Involvement in Traffic Collisions
by Injury and Property Damage Collision Severity, 1996-2005***



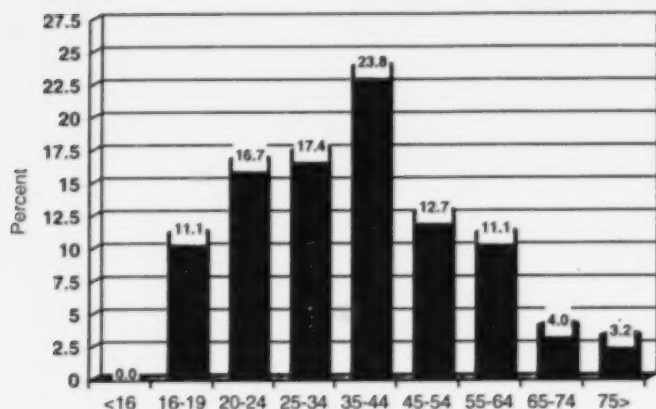
* Fatal statistics not shown due to low values.

Age Group, Sex, and Collision Severity 2005

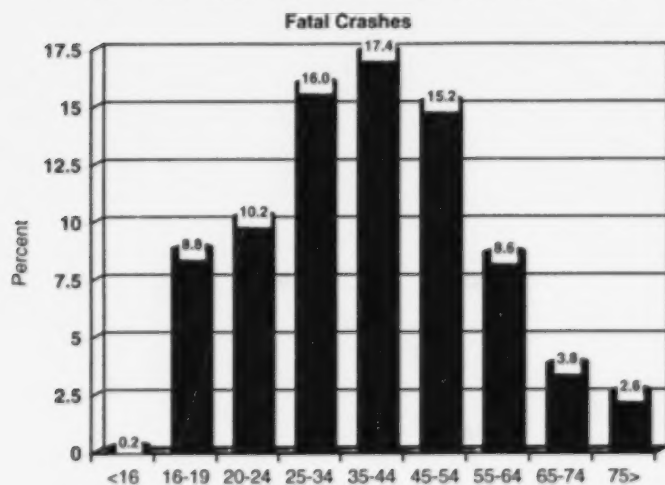
Age Group	Sex	Collision Severity						Total	%
		Fatal	%	Injury	%	Property Damage	%		
<16	M	0		13		37		50	
	F	0		6		28		34	
	NS	0		2		2		4	
	Total	0	0.0	21	0.2	67	0.2	88	0.2
16-19	M	10		548		2130		2688	
	F	4		419		1287		1710	
	NS	0		4		18		22	
	Total	14	11.1	971	8.8	3435	9.1	4420	9.0
20-24	M	16		640		2221		2877	
	F	5		487		1220		1712	
	NS	0		7		36		43	
	Total	21	16.7	1134	10.2	3477	9.2	4632	9.4
25-34	M	18		1001		3088		4107	
	F	4		753		1847		2604	
	NS	0		16		45		61	
	Total	22	17.4	1770	16.0	4980	13.1	6772	13.8
35-44	M	24		1025		3500		4549	
	F	6		895		2208		3109	
	NS	0		14		39		53	
	Total	30	23.8	1934	17.4	5747	15.2	7711	15.7
45-54	M	14		975		3306		4295	
	F	2		695		2018		2715	
	NS	0		9		29		38	
	Total	16	12.7	1679	15.2	5353	14.1	7048	14.4
55-64	M	11		550		2186		2747	
	F	3		404		1201		1608	
	NS	0		4		24		28	
	Total	14	11.1	958	8.6	3411	9.0	4383	8.9
65-74	M	3		270		1145		1418	
	F	2		155		611		768	
	NS	0		1		11		12	
	Total	5	4.0	426	3.8	1767	4.7	2198	4.5
75>	M	2		194		771		967	
	F	2		97		400		499	
	NS	0		1		4		5	
	Total	4	3.2	292	2.6	1175	3.1	1471	3.0
Not Stated	M	0		235		939		1174	
	F	0		135		502		637	
	NS	0		1540		6985		8525	
	Total	0	0.0	1910	17.2	8426	22.3	10336	21.1
All Ages	M	98		5451		19323		24872	
	F	28		4046		11322		15396	
	NS	0		1598		7193		8791	
	Total	126	100.0	11095	100.0	37838	100.0	49059	100.0

Not stated

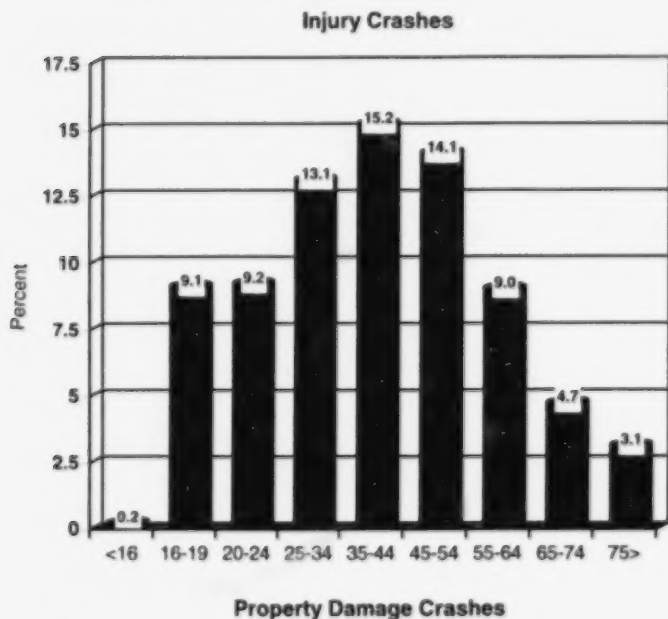
Male drivers were involved in collisions more often than their female counterparts – 3.5 times more frequently in fatal collisions, 1.3 times more frequently in injury collisions and 1.7 times more frequently in property damage collisions.

Percentage of Driver Involvement in Crashes (excludes "age not stated")

Of the total drivers involved in fatal crashes those aged 35-44 accounted for 23.8%, followed by those aged 25-34 (17.4%).



The 35-44 age group accounted for the highest percentage of all drivers involved in injury collisions (17.4%), followed by those aged 25-34 (16.0%).



The age groups 35-44 and 45-54 respectively accounted for 15.2% and 14.1% of all drivers involved in property damage collisions.

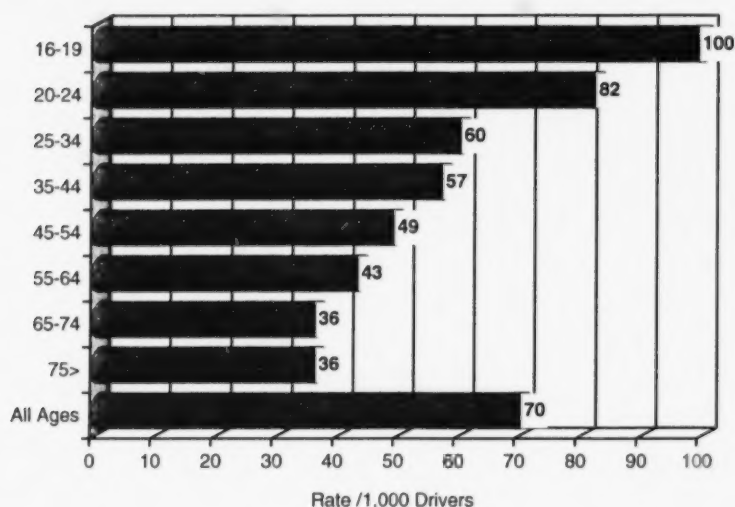
**Age Group, Sex and Relative Involvement /1,000 Active Drivers
2005**

Age Group	Sex	Total Drivers Involved	%	Total Active Licenced Drivers	%	Relative Involvement Rate /1,000
<16	M	50	0.2	0		
	F	34		0		
	NS	4		0		
	Total	88		0		
16-19	M	2688	9.0	22759	6.4	118
	F	1710		21577		79
	NS	22		0		
	Total	4420		44336		100
20-24	M	2877	9.4	28726	8.1	100
	F	1712		27907		61
	NS	43		0		
	Total	4632		56633		82
25-34	M	4107	13.8	56701	16.2	72
	F	2604		55647		47
	NS	61		0		
	Total	6772		112348		60
35-44	M	4549	15.7	68674	19.4	66
	F	3109		66504		47
	NS	53		0		
	Total	7711		135178		57
45-54	M	4295	14.4	73848	20.6	58
	F	2715		69811		39
	NS	38		0		
	Total	7048		143659		49
55-64	M	2747	8.9	53430	14.7	51
	F	1608		49139		32
	NS	28		0		
	Total	4383		102569		43
65-74	M	1418	4.5	31961	8.7	44
	F	768		28234		27
	NS	12		0		
	Total	2198		60195		36
75>	M	967	3.0	22177	5.9	44
	F	499		19109		26
	NS	5		0		
	Total	1471		41286		36
Not Stated	M	1174	21.1	0	0.0	
	F	637		0		
	NS	8525		0		
	Total	10336		0		
All Ages	M	24872	100.0	358276	100.0	69
	F	15396		337928		46
	NS	8791		0		
	Total	49059		696204		70

Not stated

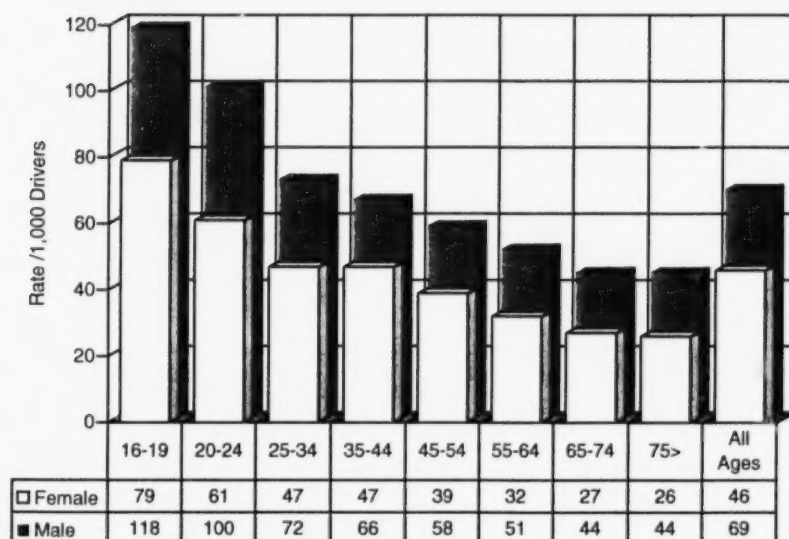
Certain age groups are over-represented in crashes. For example, 16-19 year olds made up 6.4% of the total active licensed drivers, yet accounted for 9.0% of all drivers involved in crashes. In contrast, drivers over 55 years of age made up 29.3% of the total active licensed drivers, but comprised only 16.4% of all drivers in traffic accidents. Drivers between the ages of 20 and 54 made up 64.3% of the total active licensed driver population and 53.3% of all drivers involved in crashes.

Distribution of Driver Involvement Rates in Traffic Collisions
by Age Group and Relative Involvement /1,000 Active Drivers
2005



The 16-19 age group had the highest relative involvement rate at 100/1,000 followed by the 20-24 age group at 82/1,000. The lowest relative involvement rates belonged to the 65-74 and over 74 age groups, at 36/1,000. The overall relative involvement rate for all age groups in 2005 was 70/1,000. Note: The relative involvement rates do not take into account the number of vehicle kilometres travelled by each age group.

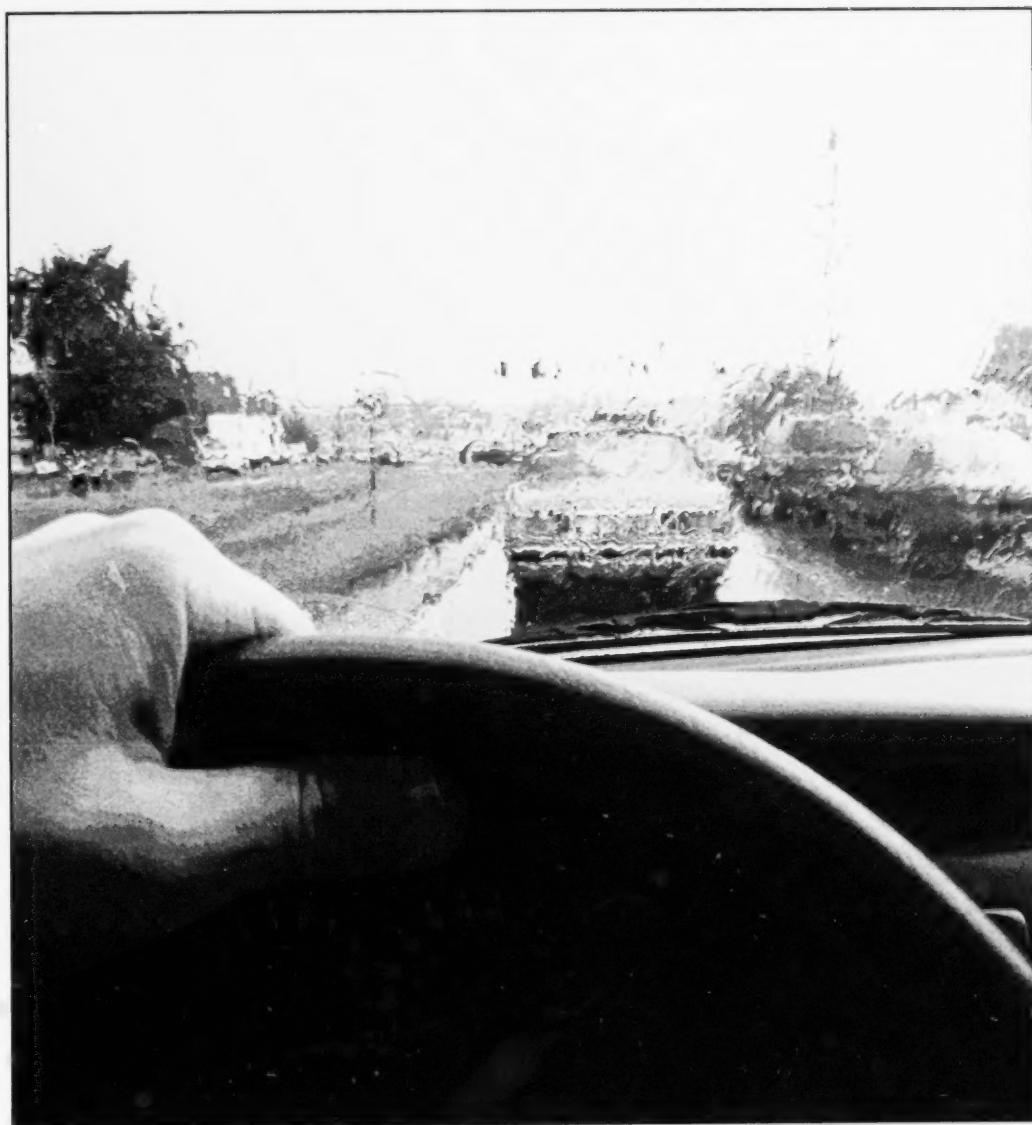
Comparison of Relative Involvement Rates /1,000 Active Drivers
by Age Group and Sex
2005



Male drivers were involved in crashes more often than females. The highest relative involvement rate occurred in the male age group 16-19 at 118/1,000, compared to female involvement at 79/1,000. The rates for both genders decrease with age.

Section 9

Contributing Factors



INTRODUCTION TO SECTION 9

Contributing factors are those circumstances or factors that the reporting police officer perceives to have directly contributed to the collision or its severity. Factors can be selected from four categories: driver action, human condition, vehicle condition, or driving environment.

The collision data system accepts up to three contributing factors for each vehicle involved in a collision. As many as six contributing factors may be recorded for a collision. During the analysis of collisions, knowledge of the factors is important. For instance, because of inattention, a driver may have failed to see a stop sign behind some trees and thereby reduce stopping time. The car's brakes, being in poor condition, caused the vehicle to spin out of control on ice and collide with another vehicle that was speeding through the intersection. The collision may not have occurred if any of these factors were not present.

Driver action is used to determine if the actions performed immediately prior to the collision may have been a factor in the collision.

Human condition identifies those factors that may have affected the individual's ability to drive safely. Of particular interest are the numbers of drivers affected by alcohol, drugs and fatigue.

Safety campaigns are often geared toward driver age groups; therefore driver actions and human conditions are broken down by age group and accident severity (fatal, injury and property damage).

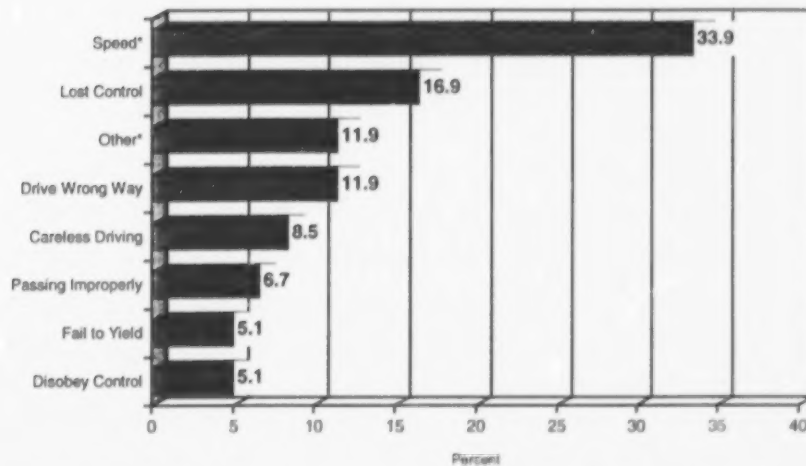
Vehicle defects and environmental conditions are presented according to the number of vehicles involved and whether the vehicle has a mechanical defect that may have been a factor in the collision and also if environmental factors contribute toward the crash.

Driver Involvement in Traffic Collisions
by Driver Action and Collision Severity
2005

Driver Action	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Driving Properly ¹	39	4277	12554	16870	34.4
Follow Too Closely	1	369	810	1180	2.4
Turn Improperly	2	145	460	607	1.2
Exceed Speed Limit	5	43	96	144	0.3
Drive Too Fast For Conditions	11	345	993	1349	2.8
Unsafe Speed (too fast or too slow)	4	49	92	145	0.3
Passing Improperly	4	25	110	139	0.3
Change Lanes Improperly	0	34	288	322	0.7
Fail to Yield	3	421	907	1331	2.7
Disobeyed Traffic Control	3	229	306	538	1.1
Drive Wrong Way	7	7	15	29	0.1
Pass Vehicle at Pedestrian X-Walk	0	5	0	5	-.-
Backing Up Unsafely	0	48	1071	1119	2.3
Park Improperly	0	4	86	90	0.2
Careless Driving	5	193	319	517	1.1
Lost Control/Off Roadway	10	208	436	654	1.3
Driverless Vehicle	1	2	12	15	-.-
Leave Stop Sign	1	98	212	311	0.6
Fail To Signal	0	4	5	9	-.-
Take Avoiding Action	0	87	272	359	0.7
Driver Inexperience	2	77	261	340	0.7
Pedestrian Error/Confusion	2	10	4	16	-.-
Not Stated	26	4415	18529	22970	46.8
Total	126	11095	37838	49059	100.0

¹No apparent improper driving action noted on traffic accident report.

Comparison of At-Fault Driver Actions in Fatal Traffic Collisions 2005

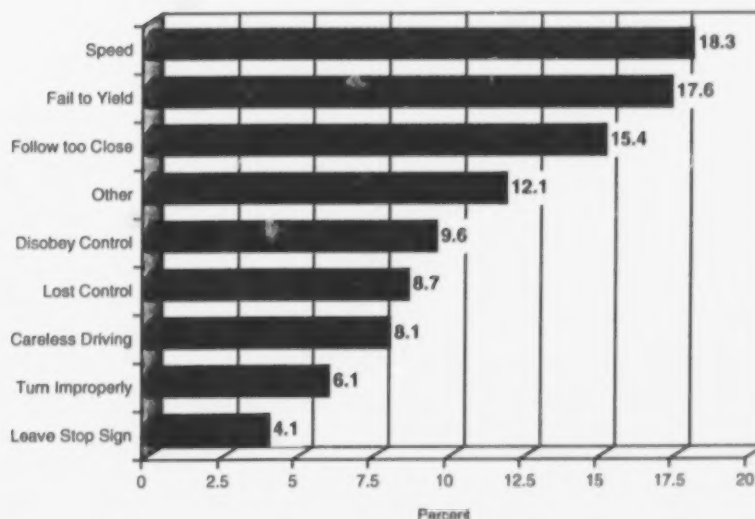


*Speed includes exceeding speed limit, drive too fast for conditions or unsafe operating speed.

**Other includes turning improperly, follow too close, driverless vehicle, leave stop sign before safe and driver inexperience.

Among at-fault drivers involved in fatal collisions, the most commonly reported infractions were "speed related" (33.9%), and "lost control/drive off roadway" (16.9%).

Comparison of At-Fault Driver Actions in Injury Collisions 2005



*Other includes passing/changing/parking improperly, drive wrong way, pass vehicle at pedestrian crosswalk, back-up unsafely, driverless vehicle, fail to signal, driver inexperience and avoiding action. Pedestrian error/confusion is not included as an at-fault driver action.

The three main at-fault driver actions resulting in injuries were "speed-related" (18.3% or 437), "failure to yield" (17.6% or 421), and "follow too close" (15.4% or 369).

Driver Involvement in Fatal Traffic Collisions
by Driver Action and Age Group
2005

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	0	3	4	6	11	8	7	0	0	0	39
Follow Too Closely	0	0	0	0	1	0	0	0	0	0	1
Turn Improperly	0	0	0	1	0	0	0	1	0	0	2
Exceed Speed Limit	0	1	2	0	2	0	0	0	0	0	5
Drive Too Fast	0	1	2	1	4	2	1	0	0	0	11
Unsafe Speed	0	1	0	0	0	1	1	0	1	0	4
Passing Improperly	0	0	0	2	1	1	0	0	0	0	4
Change Lanes Improperly	0	0	0	0	0	0	0	0	0	0	0
Fail to Yield	0	0	0	0	1	0	0	1	1	0	3
Disobey Traffic Control	0	0	0	1	1	0	0	1	0	0	3
Drive Wrong Way	0	1	2	1	0	1	0	2	0	0	7
Pass at Pedestrian Corridor	0	0	0	0	0	0	0	0	0	0	0
Backing Up Unsafely	0	0	0	0	0	0	0	0	0	0	0
Park Improperly	0	0	0	0	0	0	0	0	0	0	0
Careless Driving	0	1	1	3	0	0	0	0	0	0	5
Lost Control/Off Roadway	0	2	2	2	2	1	1	0	0	0	10
Driverless Vehicle	0	0	1	0	0	0	0	0	0	0	1
Leave Stop Sign	0	0	0	0	0	0	0	0	1	0	1
Fail to Signal	0	0	0	0	0	0	0	0	0	0	0
Take Avoiding Action	0	0	0	0	0	0	0	0	0	0	0
Driver Inexperience	0	2	0	0	0	0	0	0	0	0	2
Pedestrian Error/Confusion	0	0	0	0	1	0	1	0	0	0	2
Not Stated	0	2	7	5	6	2	3	0	1	0	26
Total	0	14	21	22	30	16	14	5	4	0	126
At-fault rate/10,000 active licensed drivers		2.0	1.8	1.0	0.9	0.4	0.3	0.8	0.7	0.0	0.8

Of the total *at-fault drivers* involved in fatal collisions, the 16-19 age group recorded the highest rate of driver infractions at 2.0/10,000 active licensed drivers. The next highest rate (1.8/10,000) was reported by the age group 20-24.

Among all at-fault drivers, the most commonly reported driving infractions resulting in fatalities were "drive too fast for conditions" (18.6%), "lost control/drive off road" (16.9%) and "drive wrong way" (11.9%).

Driver Involvement in Injury Traffic Collisions
by Driver Action and Age Group
2005

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	2	299	459	833	954	856	489	184	105	96	4277
Follow Too Closely	1	48	42	51	59	48	26	10	16	68	369
Turn Improperly	0	26	15	25	16	21	8	9	12	13	145
Exceed Speed Limit	0	11	16	8	4	2	0	0	0	2	43
Drive Too Fast	2	55	63	70	53	38	20	6	3	35	345
Unsafe Speed	0	12	9	11	8	2	2	2	0	3	49
Passing Improperly	0	4	1	4	2	5	5	1	1	2	25
Change Lanes Improperly	0	2	3	5	5	3	5	2	0	9	34
Fail to Yield	1	45	52	58	75	56	35	21	22	56	421
Disobey Traffic Control	2	19	33	40	36	29	16	13	16	25	229
Drive Wrong Way	0	0	0	2	2	1	1	0	0	1	7
Pass at Pedestrian Corridor	0	2	1	0	0	0	0	0	1	1	5
Backing Up Unsafely	0	3	8	7	9	5	3	1	0	12	48
Park Improperly	0	1	1	0	0	1	0	0	1	0	4
Careless Driving	3	21	19	29	23	17	10	9	6	56	193
Lost Control/Off Roadway	2	42	33	36	38	30	13	8	4	2	208
Driverless Vehicle	0	0	0	0	0	1	0	1	0	0	2
Leave Stop Sign	0	11	11	10	17	15	10	6	15	3	98
Fail to Signal	0	0	0	0	2	1	0	0	0	1	4
Take Avoiding Action	0	9	15	23	15	12	12	1	0	0	87
Driver Inexperience	1	45	8	11	7	1	0	0	0	4	77
Pedestrian Error/Confusion	0	1	3	3	1	1	1	0	0	0	10
Not Stated	7	315	342	544	608	534	302	152	90	1521	4415
Total	21	971	1134	1770	1934	1679	958	426	292	1910	11095
At-fault rate/1,000 active licensed drivers		8.0	5.8	3.5	2.7	2.0	1.6	1.5	2.3	0.0	3.4

The age group 16-19 recorded the highest reported rate of driving infractions in injury collisions, at 8.0/1,000 active drivers, followed by 20-24 at 5.8/1,000, and 25-34 at 3.5/1,000.

Among at-fault drivers, the most commonly reported driving infractions resulting in injuries were "fail to yield" (17.6%), "follow too closely" (15.4%) and "drive too fast" (14.4%).

Driver Involvement in Property Damage Traffic Collisions
by Driver Action and Age Group
2005

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	8	1061	1312	2140	2562	2446	1470	732	429	394	12554
Follow Too Closely	0	113	81	114	134	104	74	33	14	143	810
Turn Improperly	0	59	48	58	60	62	40	22	38	73	460
Exceed Speed Limit	2	30	22	12	10	1	7	0	0	12	96
Drive Too Fast	7	201	170	175	143	105	60	25	23	84	993
Unsafe Speed	1	28	12	12	7	10	9	3	0	10	92
Passing Improperly	0	15	16	20	7	8	6	7	4	27	110
Change Lanes Improperly	0	34	38	26	35	26	21	25	27	56	288
Fail to Yield	0	106	95	109	118	119	93	65	68	134	907
Disobeyed Traffic Control	2	27	34	41	35	28	32	15	15	77	306
Drive Wrong Way	0	1	2	1	0	1	0	2	1	7	15
Pass at Pedestrian Corridor	0	0	0	0	0	0	0	0	0	0	0
Backing Up Unsafely	3	112	83	128	179	169	115	85	50	147	1071
Park Improperly	0	10	6	7	14	14	10	9	7	9	86
Careless Driving	7	42	43	35	39	33	28	8	19	65	319
Lost Control/Off Roadway	4	93	79	81	56	48	30	16	13	16	436
Driverless Vehicle	0	1	0	1	3	2	0	1	1	3	12
Leave Stop Sign	0	24	20	25	37	19	24	23	24	16	212
Fail to Signal	0	0	0	1	1	2	1	0	0	0	5
Take Avoiding Action	0	37	38	47	55	41	30	13	7	4	272
Driver Inexperience	12	153	34	21	6	11	8	3	0	13	261
Pedestrian Error/Confusion	0	0	0	0	0	1	0	0	1	2	4
Not Stated	21	1288	1344	1926	2246	2103	1353	680	434	7134	18529
Total	67	3435	3477	4980	5747	5353	3411	1767	1175	8426	37838
At-fault rate/1,000 active licensed drivers		24.5	14.5	8.1	6.9	5.6	5.7	5.9	7.5		9.7

The age group 16-19 recorded the highest reported rate of driving infractions in property damage collisions, at 24.5/1,000 active drivers, followed by those aged 20-24 at 14.5/1,000.

Among at-fault drivers, the most commonly reported driving infractions resulting in property damage collisions were "backing up unsafely" (15.9%), "drive too fast for conditions" (14.7%) and "failed to yield" (13.4%).

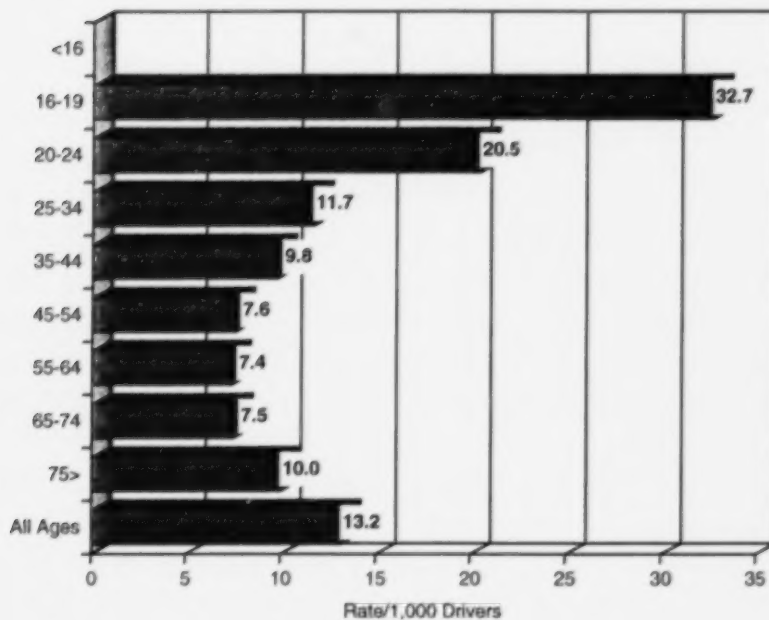
Driver Involvement in All Traffic Collisions
by Driver Action and Age Group
2005

Driver Action	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Drive Properly	10	1363	1775	2979	3527	3310	1966	916	534	490	16870
Follow Too Closely	1	161	123	165	194	152	100	43	30	211	1180
Turn Improperly	0	85	63	84	76	83	48	32	50	86	607
Exceed Speed Limit	2	42	40	20	16	3	7	0	0	14	144
Drive Too Fast	9	257	235	246	200	145	81	31	26	119	1349
Unsafe Speed	1	41	21	23	15	13	12	5	1	13	145
Passing Improperly	0	19	17	26	10	14	11	8	5	29	139
Change Lanes Improperly	0	36	41	31	40	29	26	27	27	65	322
Fail to Yield	1	151	147	167	194	175	128	87	91	190	1331
Disobeyed Traffic Control	4	46	67	82	72	57	48	29	31	102	538
Drive Wrong Way	0	2	4	4	2	3	1	4	1	8	29
Pass at Pedestrian Corridor	0	2	1	0	0	0	0	0	1	1	5
Backing Up Unsafely	3	115	91	135	188	174	118	86	50	159	1119
Park Improperly	0	11	7	7	14	15	10	9	8	9	90
Careless Driving	10	64	63	67	62	50	38	17	25	121	517
Lost Control/Off Roadway	6	137	114	119	96	79	44	24	17	18	654
Driverless Vehicle	0	1	1	1	3	3	0	2	1	3	15
Leave Stop Sign	0	35	31	35	54	34	34	29	40	19	311
Fail to Signal	0	0	0	1	3	3	1	0	0	1	9
Take Avoiding Action	0	46	53	70	70	53	42	14	7	4	359
Driver Inexperience	13	200	42	32	13	12	8	3	0	17	340
Pedestrian Error/Confusion	0	1	3	3	2	2	2	0	1	2	16
Not Stated	28	1605	1693	2475	2860	2639	1658	832	525	8655	22970
Total	88	4420	4632	6772	7711	7048	4383	2198	1471	10336	49059
At-fault rate/1,000 active licensed drivers		32.7	20.5	11.7	9.8	7.6	7.4	7.5	10.0		13.2

For all traffic collisions, the 16-19 age group recorded the highest rate of driving infractions at 32.7/1,000 active licensed drivers, followed by those aged 20-24, at 20.5/1,000.

Of the total at-fault drivers, the most commonly reported driving infractions were "drive too fast" (14.7%), "fail to yield" (14.5%) and "follow too closely" (12.8%).

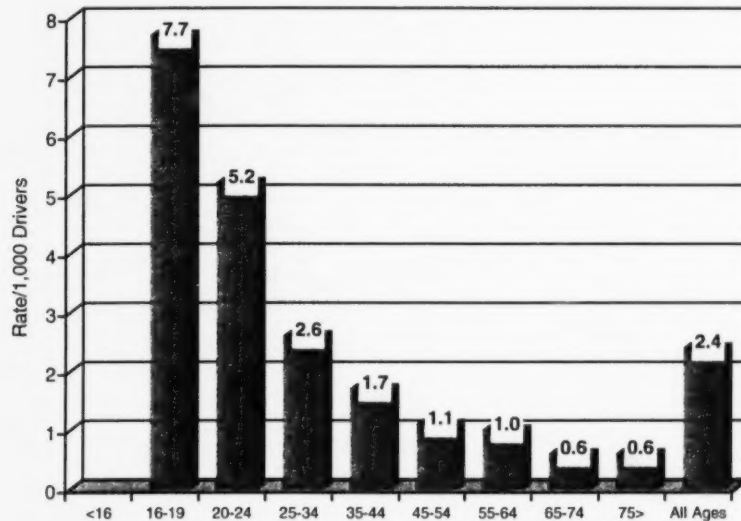
Rate of At-Fault Driver Actions
by 1,000 Active Licensed Drivers and Age Group
2005



This graph illustrates that among drivers committing at-fault driver actions, the 16-19 and 20-24 age groups reported the highest at-fault incidence (32.7/1,000 and 20.5/1,000 respectively). The rate for drivers aged 16-24, at 29.1/1,000, was 2.2 times more than all age groups at 13.2/1,000.

The lowest rates occurred among the age groups 55-64 (7.4/1,000) and 65-74 at 7.5/1,000 licensed drivers.

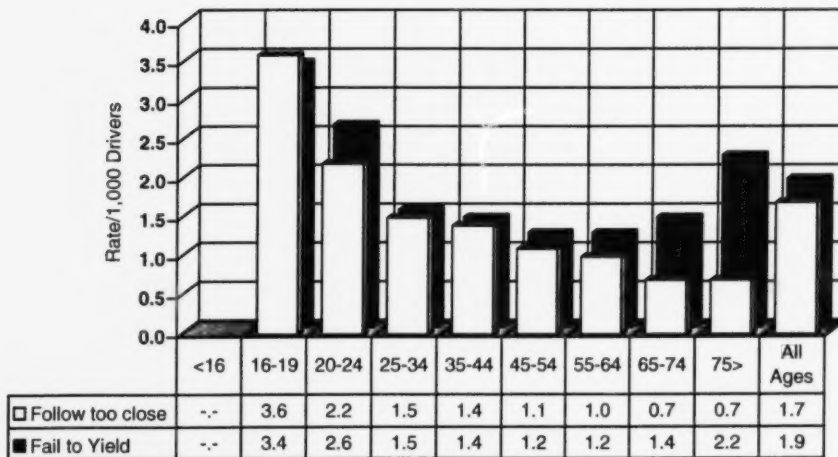
Speed-Related* At-Fault Driver Actions by 1,000 Active Licensed Drivers 2004



*Speed-related includes exceeding speed limit, drive too fast for conditions and unsafe operating speed.

Drivers in the 16-19 age group recorded the highest rate of at-fault speed-related driver actions; 3.2 times higher than for all age groups (7.7/1,000 active licensed drivers versus 2.4/1,000 active licensed drivers).

Fail to Yield and Follow Too Close Driver Actions Per 1,000 Active Licensed Drivers 2005



The "fail to yield" infraction recorded an overall involvement rate of 1.9 per 1,000 active licensed drivers. The 16-19 year age group recorded the highest rate, at 3.4/1,000, followed by drivers 20-24, at 2.6/1,000. The "follow too closely" involvement rate for all drivers was 1.7/1,000 with the highest rates incurred by the 16-19 and 20-24 year age groups at 3.6/1,000 and 2.2/1,000 respectively.

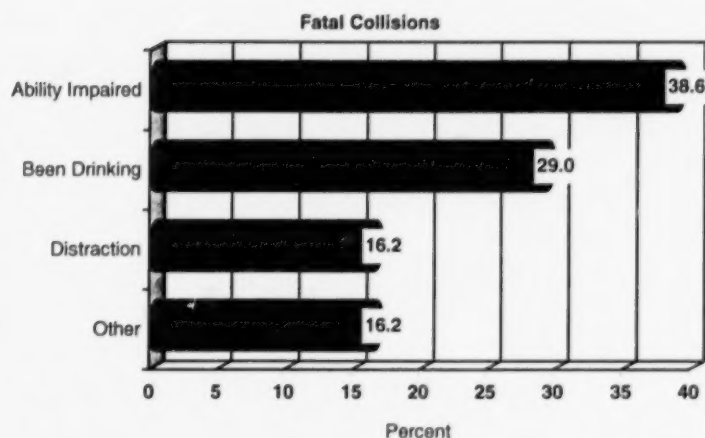
Driver Involvement in Traffic Collisions by Human Condition and Collision Severity 2005

Human Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
Apparently Normal	54	5496	16095	21645	44.2
Loss of Consciousness	1	33	10	44	0.1
Extreme Fatigue/Fell Asleep	1	44	64	109	0.2
Defective Eyesight	0	3	6	9	-.
Defective Hearing	1	2	2	5	-.
Medical Disability	0	3	7	10	-.
Physical Disability	0	4	13	17	-.
Mental Disability	0	2	5	7	-.
Mental Confusion/Unable to Remember	0	7	13	20	-.
Sudden Illness	1	4	3	8	-.
Ability Impaired by Alcohol	12	113	171	296	0.6
Ability Impaired by Drugs	1	3	3	7	-.
Had Been Drinking/Suspected Alcohol Use ¹	9	43	79	131	0.3
Distraction/Inattention	5	425	1033	1463	3.0
Exceed Hours of Service	0	2	2	4	-.
Not Stated	41	4911	20332	25284	51.6
Total	126	11095	37838	49059	100.0

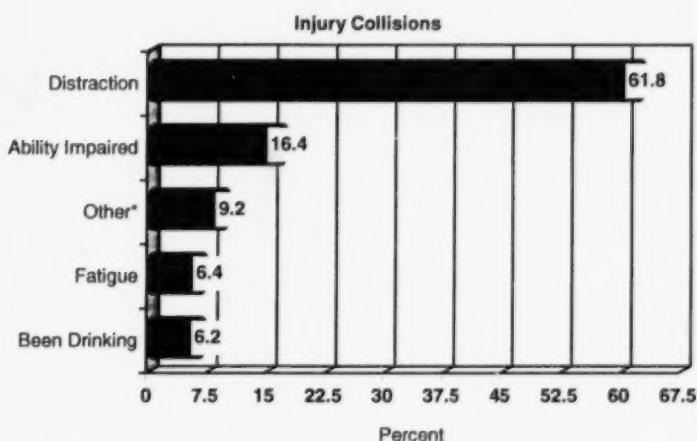
¹These statistics represent only those collisions where alcohol involvement was apparent.

Human condition is a more prevalent factor in fatal collisions (24.6%) than in injury collisions (6.2%) and property damage collisions (3.7%).

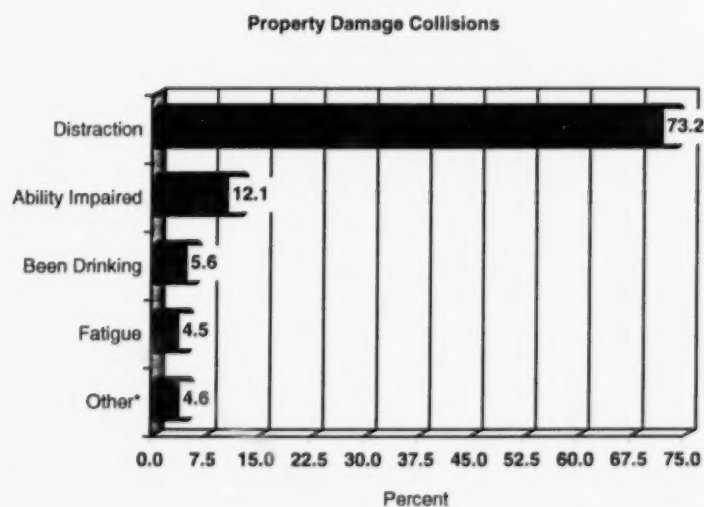
Comparison of At-Fault Human Condition Factors in Crashes



This graph demonstrates that among the at-fault drivers involved in fatal crashes, 67.6% were reported to have consumed alcohol. Of these drivers, 29.0% "had been drinking" and 38.6% had their "ability impaired by alcohol" and another 16.2% had been "distracted".



This graph illustrates a substantially different pattern of at-fault drivers involved in injury-producing crashes. "Distraction/inattention" (61.8%) was the most frequently reported at-fault driver condition followed by "impaired by alcohol" (16.4%) and "fatigue" (6.4%).



"Distraction/inattention" is the most significant at-fault driver condition in property damage crashes, accounting for 73.2% of at-fault conditions. Alcohol consumption accounted for 17.7% of at-fault driver conditions in property damage collisions.

*For both injury and property damage collisions, other may include loss of consciousness, unable to remember, defective eyesight, hearing, medical, physical and mental disability, sudden illness, impaired drugs and exceed hours of service.

Driver Involvement in Fatal Traffic Collisions
by Human Condition and Age Group
2005

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	0	7	7	8	11	10	9	2	0	0	54
Loss of Consciousness	0	0	1	0	0	0	0	0	0	0	1
Extreme Fatigue/Sleep	0	0	0	1	0	0	0	0	0	0	1
Defective Eyesight	0	0	0	0	0	0	0	0	0	0	0
Defective Hearing	0	0	0	0	1	0	0	0	0	0	1
Medical Disability	0	0	0	0	0	0	0	0	0	0	0
Physical Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Disability	0	0	0	0	0	0	0	0	0	0	0
Mental Confusion	0	0	0	0	0	0	0	0	0	0	0
Sudden Illness	0	0	0	0	0	0	1	0	0	0	1
Ability Impaired Alcohol	0	1	3	3	3	1	1	0	0	0	12
Ability Impaired Drugs	0	0	0	0	1	0	0	0	0	0	1
Had Been Drinking Suspected Alcohol Use ¹	0	1	1	4	2	1	0	0	0	0	9
Distraction/Inattention	0	0	1	1	1	0	0	1	1	0	5
Exceed Hours of Service	0	0	0	0	0	0	0	0	0	0	0
Not Stated	0	5	8	5	11	4	3	2	3	0	41
Total	0	14	21	22	30	16	14	5	4	0	126
At-fault rate/10,000 active licensed drivers		0.5	1.1	0.8	0.6	0.1	0.2	0.2	0.2		0.4

¹ These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 20-24 recorded the highest reported rate of at-fault human condition factors in fatal collisions at 1.1/10,000 active licensed drivers followed by those aged 25-34, at 0.8/10,000.

"Ability impaired by alcohol" (38.6%), "had been drinking/suspected alcohol use" (29.0%), and "distraction/inattention" (16.2%) were the primary contributing factors in fatal crashes where a known factor was identified.

Driver Involvement in Injury Traffic Collisions
by Human Condition and Age Group
2005

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	5	472	615	1034	1141	1005	586	229	153	256	5496
Loss of Consciousness	0	4	5	0	4	13	5	0	2	0	33
Extreme Fatigue/Sleep	0	14	13	6	2	2	3	2	2	0	44
Defective Eyesight	0	0	0	0	0	0	0	0	2	1	3
Defective Hearing	0	0	0	0	0	0	1	0	1	0	2
Medical Disability	0	0	1	0	0	0	0	1	1	0	3
Physical Disability	0	0	0	1	0	0	0	1	2	0	4
Mental Disability	0	0	0	0	0	2	0	0	0	0	2
Mental Confusion	0	1	1	0	0	0	1	1	3	0	7
Sudden Illness	0	0	0	0	3	0	0	0	1	0	4
Ability Impaired Alcohol	0	7	22	27	25	13	8	1	2	8	113
Ability Impaired Drugs	0	1	1	0	0	1	0	0	0	0	3
Had Been Drinking Suspected Alcohol Use ¹	1	8	8	14	6	3	0	1	0	2	43
Distraction/Inattention	1	68	63	62	68	54	35	20	14	40	425
Exceed Hours of Service	0	0	0	0	0	0	1	0	0	1	2
Not Stated	14	396	405	626	685	586	318	170	109	1602	4911
Total	21	971	1134	1770	1934	1679	958	426	292	1910	11095
At-fault rate/1,000 active licensed drivers		2.3	2.0	1.0	0.8	0.6	0.5	0.4	0.7		1.0

¹These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in injury collisions at 2.3/1,000 active drivers, followed by 20-24 at 2.0/1,000.

As a percentage of at-fault human condition collision factors among drivers aged 16-19, "distraction/inattention" accounted for 66.0% and "extreme fatigue/fell asleep" for 13.6%. In the 20 to 54 combined group, "distraction/inattention" accounted for 57.4% of at-fault human condition collision factors and "impaired by alcohol" for 20.2%.

Driver Involvement in Property Damage Traffic Collisions
by Human Condition and Age Group
2005

Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	22	1594	1719	2603	3105	2866	1827	904	576	879	16095
Loss of Consciousness	0	1	3	3	2	0	1	0	0	0	10
Extreme Fatigue/Sleep	0	14	13	15	9	7	2	3	0	1	64
Defective Eyesight	0	1	0	0	1	0	1	0	3	0	6
Defective Hearing	0	0	0	1	0	0	0	1	0	0	2
Medical Disability	0	0	0	0	0	1	4	2	0	0	7
Physical Disability	0	3	1	1	2	0	2	2	1	1	13
Mental Disability	2	0	0	1	0	1	0	0	1	0	5
Mental Confusion	0	0	3	0	0	0	2	2	6	0	13
Sudden Illness	0	0	1	0	0	1	1	0	0	0	3
Ability Impaired Alcohol	3	30	35	22	30	21	11	6	3	10	171
Ability Impaired Drugs	0	2	0	0	1	0	0	0	0	0	3
Had Been Drinking Suspected Alcohol Use ¹	2	13	23	14	5	8	4	3	0	7	79
Distraction/Inattention	3	159	147	146	144	136	98	62	63	75	1033
Exceed Hours of Service	0	0	0	0	2	0	0	0	0	0	2
Not Stated	35	1618	1532	2174	2446	2312	1458	782	522	7453	20332
Total	67	3435	3477	4980	5747	5353	3411	1767	1175	8426	37838
At-fault rate/1,000 active licensed drivers		5.0	4.0	1.8	1.4	1.2	1.2	1.3	1.9		2.0

¹These statistics are understated and represent only those collisions where alcohol involvement was apparent.

The age group 16-19 recorded the highest rate of at-fault human condition factors in property damage collisions at 5.0/1,000, followed by 20-24 at 4.0/1,000 and 75+ at 1.9/1,000.

"Distraction/inattention" (73.2%), "ability impaired by alcohol" (12.1%), and "had been drinking/suspected alcohol use" (5.6%) were the primary at-fault human condition factors in property damage collisions where a known factor was identified.

Driver Involvement in All Traffic Collisions
by Human Condition and Age Group
2005

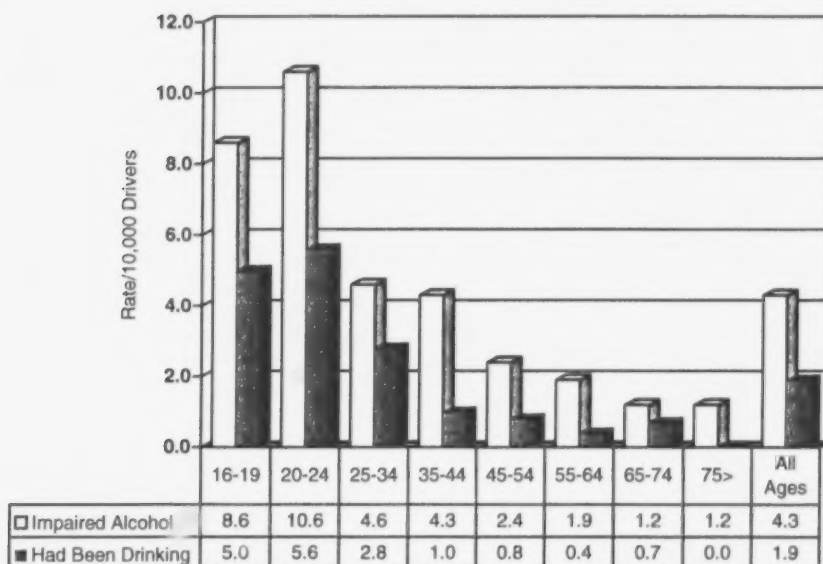
Human Condition	Age Group										Total
	<16	16-19	20-24	25-34	35-44	45-54	55-64	65-74	75>	NS	
Apparently Normal	27	2073	2341	3645	4257	3881	2422	1135	729	1135	21645
Loss of Consciousness	0	5	9	3	6	13	6	0	2	0	44
Extreme Fatigue/Sleep	0	28	26	22	11	9	5	5	2	1	109
Defective Eyesight	0	1	0	0	1	0	1	0	5	1	9
Defective Hearing	0	0	0	1	1	0	1	1	1	0	5
Medical Disability	0	0	1	0	0	1	4	3	1	0	10
Physical Disability	0	3	1	2	2	0	2	3	3	1	17
Mental Disability	2	0	0	1	0	3	0	0	1	0	7
Mental Confusion	0	1	4	0	0	0	3	3	9	0	20
Sudden Illness	0	0	1	0	3	1	2	0	1	0	8
Ability Impaired Alcohol	3	38	60	52	58	35	20	7	5	18	296
Ability Impaired Drugs	0	3	1	0	2	1	0	0	0	0	7
Had Been Drinking Suspected Alcohol Use ¹	3	22	32	32	13	12	4	4	0	9	131
Distraction/Inattention	4	227	211	209	213	190	133	83	78	115	1463
Exceed Hours of Service	0	0	0	0	2	0	1	0	0	1	4
Not Stated	49	2019	1945	2805	3142	2902	1779	954	634	9055	25284
Total	88	4420	4632	6772	7771	7048	4383	2198	1471	10336	49059
At-fault rate/1,000 active licensed drivers		7.4	6.1	2.9	2.7	1.8	1.8	1.8	2.6		3.1

¹These statistics are understated and represent only those collisions where alcohol involvement was apparent.

Overall, the 16-19 age group recorded the highest rate of at-fault human condition factors at 7.4/1,000, followed by 20-24 at 6.1/1,000 and 25-34 at 2.9/1,000 licensed drivers.

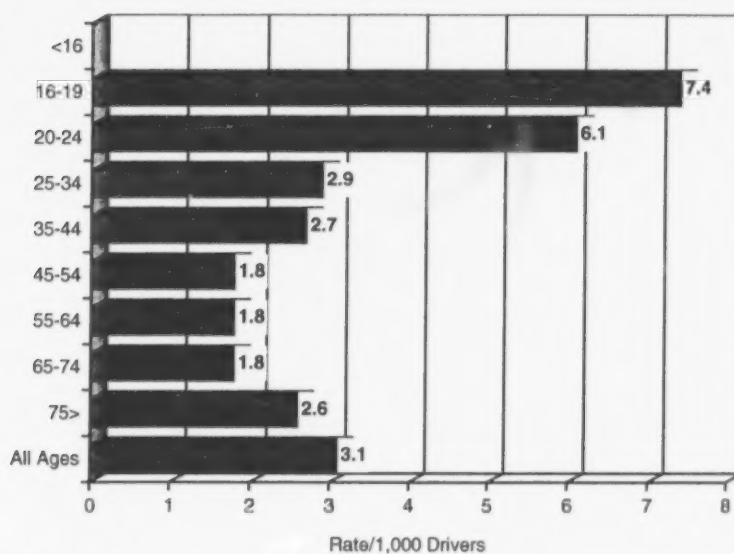
Of the total number of at-fault drivers involved in collisions more than two thirds were "distracted or inattentive" (68.7%), followed by "ability impaired by alcohol" (13.9%), and "had been drinking" (6.1%).

**Alcohol-Related Human Condition Factors
by 10,000 Active Licensed Drivers and Age Group
2005**



The 20-24 age group had the highest alcohol impairment rate, at 10.6/10,000 active licensed drivers, followed by those aged 16-19, at 8.6/10,000. For had been drinking/suspected alcohol use, the 20-24 age group had the highest rate at 5.6/10,000 followed by 16-19, at 5.0/10,000. The younger driver (16-19) had twice the involvement of alcohol impairment and consumption compared to all ages (8.6 versus 4.3; 5.0 versus 1.9).

**Rate of At-Fault Human Condition Factors
by 1,000 Active Licensed Drivers and Age Group
2005**



The 16-19 and 20-24 age group recorded the highest rate of at-fault human condition factors, at 7.4 and 6.1 respectively, more than twice the involvement of all age groups (7.4 versus 3.1/ 6.1 versus 3.1).

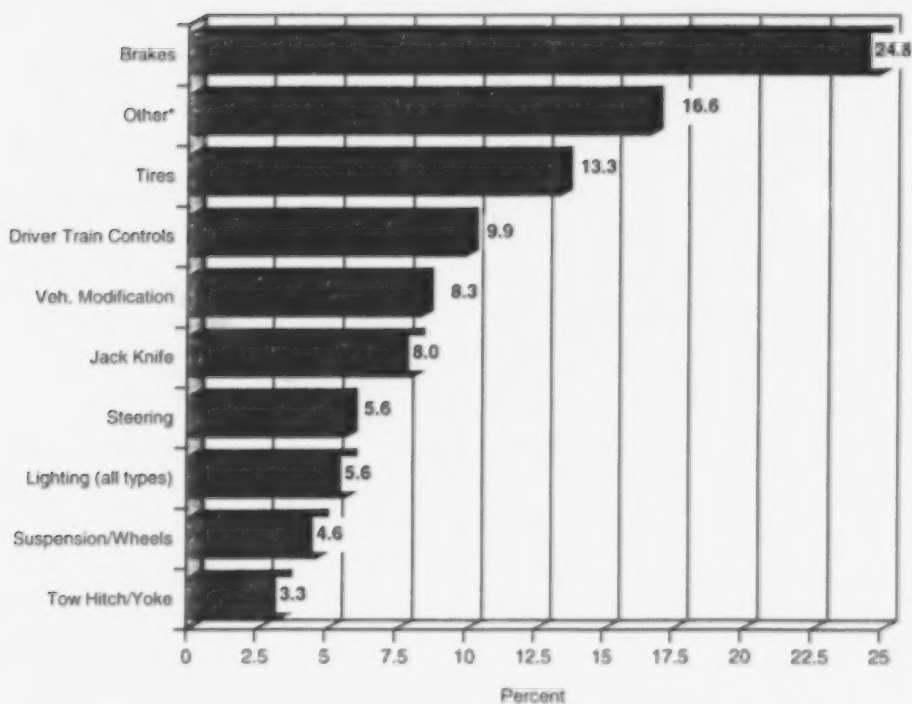
Vehicle Involvement in Traffic Collisions
by Vehicle Defect and Collision Severity
2005

Vehicle Defect ¹	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
No Apparent Defect	68	5560	16040	21668	39.7
Defective Brakes	0	17	58	75	0.1
Defective Steering	0	3	14	17	-.-
Defective Headlights	1	1	5	7	-.-
Defective Brake Lights	0	1	3	4	-.-
Defective Lighting (Unspecified)	0	3	3	6	-.-
Defective Engine Controls/Drive Train	0	3	27	30	0.1
Defective Suspension/Wheels	1	0	13	14	-.-
Defective Tires	1	13	26	40	0.1
Defective Tow Hitch/Yoke	0	0	10	10	-.-
Defective Exhaust System	0	0	0	0	-.-
Hood/Tailgate/Door/Covering Opened	0	0	9	9	-.-
Defective Glazing (obscured window)	0	2	10	12	-.-
Vehicle Modifications	0	2	23	25	0.1
Fire	0	0	0	0	0.0
Overloaded/Oversized	0	2	2	4	-.-
Load Shifted/Spilled	0	5	15	20	0.1
Jack-Knife/Trailer Swing	0	5	19	24	0.1
Hydroplaning of Tires	0	2	3	5	-.-
Not Stated	64	5925	26569	32558	59.7
Total	135	11544	42849	54528	100.0

¹The reader is cautioned that the "vehicle defect" statistics are obtained from the traffic accident reports completed by the person reporting the collision and as such they may be unaware of any vehicle defect.

Of the total number of vehicles involved in traffic collisions, 39.8% had "no apparent defect" at the time of collision occurrence. Only 0.6% or 302 of the vehicles involved were reported to have had a vehicle defect that contributed to a collision.

Distribution of At-Fault Vehicle Defect Factors
in Collision Causation
2005



*Other includes overloaded/oversized, hydroplaning of tires, load shifted/spilled, defective glazing and hood/tailgate/covering opening.

The distribution of at-fault "vehicle defects" is based on 302 vehicles involved in traffic collisions that had a *readily apparent* defect at time of collision occurrence.

Vehicle Involvement in Traffic Collisions
by Environmental Condition and Collision Severity
2005

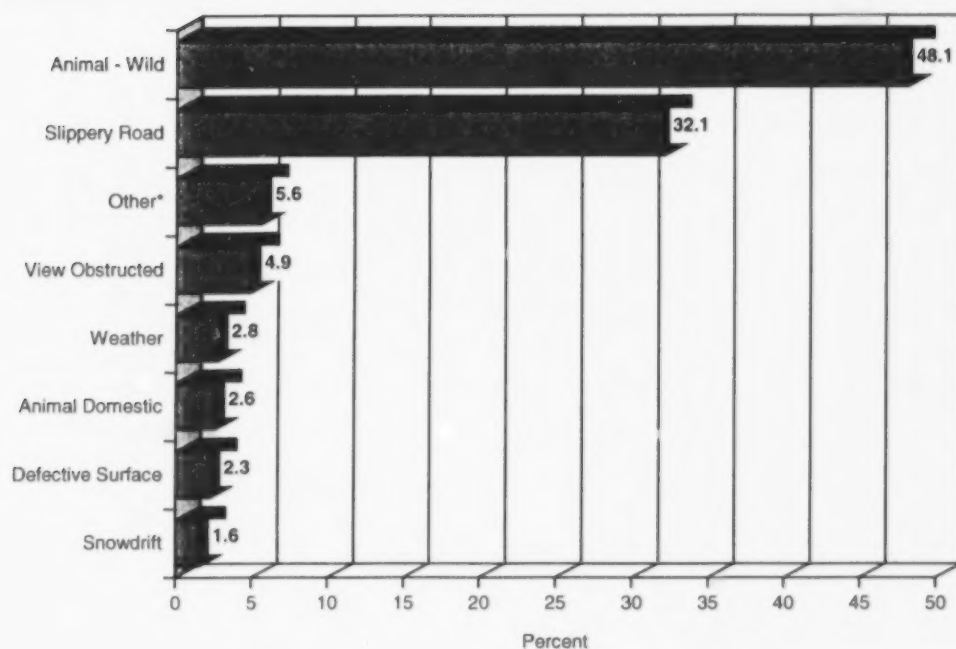
Environmental Condition	Collision Severity			Total	%
	Fatal	Injury	P. Damage		
No Apparent Contributing Factor	105	10465	36645	47215	86.6
Animal Action – Wild	2	185	3334	3521	6.5
Animal Action – Domestic	1	21	167	189	0.4
Slippery Road Surface	20	539	1787	2346	4.3
Snow Drift	1	21	100	122	0.2
Obstruction/Debris on Roadway	0	14	107	121	0.2
View Obstructed/Limited	1	98	257	356	0.7
Glare	1	27	46	74	0.2
Construction Zone	0	3	16	19	-.
Defective Driving Surface	0	45	123	168	0.3
Shoulders Defective	0	5	17	22	-.
Lane Markings Inadequate	0	2	1	3	-.
Defective/Inoperative Traffic Control Device	0	11	8	19	-.
Weather	4	61	138	203	0.4
Pedestrian Corridor in Use	0	13	1	14	-.
Uninvolved Vehicle	0	23	83	106	0.2
Uninvolved Pedestrian	0	6	12	18	-.
Presence of Prior Accident	0	5	7	12	-.
Total	135	11544	42849	54528	100.0

Environmental conditions were cited as contributing factors for 13.4% of all vehicles involved in traffic collisions.

"Slippery road surface" conditions were cited as a contributing factor in 66.7% of at-fault vehicles involved in fatal crashes, 50.0% in injury crashes, and 28.8% in property damage crashes.

"Wild animal action" conditions were cited as a contributing factor in 6.7% of at-fault vehicles involved in fatal crashes, 17.1% in injury-producing crashes and 53.7% in property damage crashes.

Distribution of At-Fault Environmental Factors
in Collision Causation
2005



*Other includes obstruction/debris, glare, construction zone, uninvolved pedestrian/vehicle, pedestrian corridor, prior accident; defective shoulders, traffic control device and lane markings.

Environmental conditions were a factor in the involvement of 7,313 vehicles in collisions.

Section 10

**National Safety Code
Monitoring Report**



INTRODUCTION TO SECTION 10

This section indicates commercial vehicle involvement in collisions. The table on page 114 indicates the type and number of commercial vehicles involved in fatal, injury, and property damage collisions. The table on page 115 indicates the number of individuals killed or injured in collisions involving commercial vehicles.

The National Safety Code vehicle categories include: trucks greater than 4500 kilograms, tractor/semi-trailers, other trucks, school buses, transit buses, intercity buses, and other buses. These vehicles are defined as follows:

Truck greater than 4500 kilograms (unit chassis) - includes all straight trucks with a gross vehicle mass 4,500 kg. and over on the vehicle registration. DOES NOT include truck tractors with a fifth wheel assembly.

Power Unit for Semi-Trailer - truck tractors used for the moving of cargo in or on a trailer by means of a fifth wheel connection. DOES NOT include pickups equipped with a fifth wheel.

Truck (Other) - used if the type and size of truck is unknown.

School Bus - a bus authorized for the transportation of students to or from school and related school activities.

Transit Bus (Urban) - a bus used for commercial carrying of passengers within an urban area.

Inter-City Bus - a bus licensed for inter-city or provincial travel.

Bus (Other) - includes personal use of buses and bus type conversions, but does not include original equipment manufacture type; for example, buses converted to motorhomes.

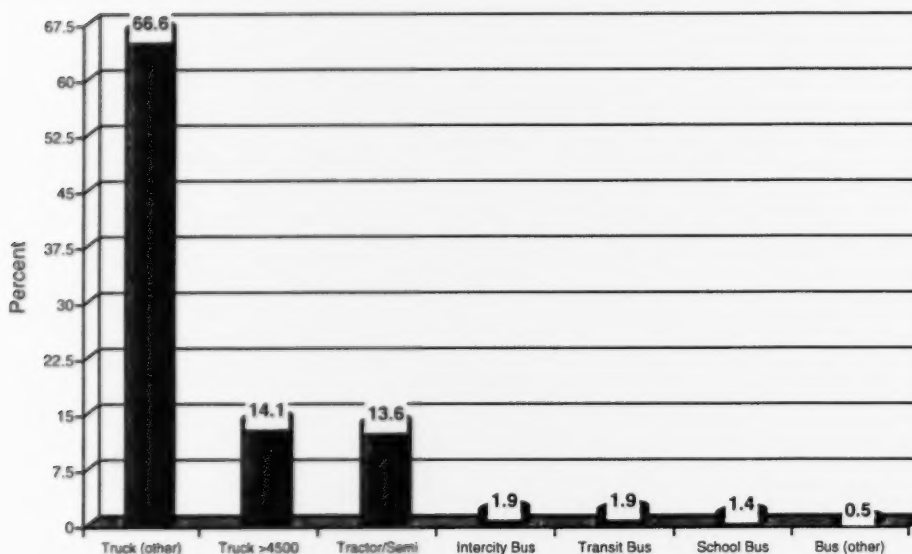
Those vehicles bearing a National Safety Code Number are entered onto the National Safety Code Collision Monitoring Report.

Commercial Vehicle Traffic Collisions¹
by NSC Commercial Vehicle Category and Collision Severity
2005

Vehicle Category	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Truck >4500 kg	5	124	484	613	14.1
Tractor/Semi	9	141	439	589	13.6
Truck (Other)	3	572	2314	2889	66.6
School Bus	0	10	49	59	1.4
Transit Bus	0	28	54	82	1.9
Intercity Bus	0	13	71	84	1.9
Bus (Other)	0	5	15	20	0.5
Total	17	893	3426	4336	100.0

¹Chart presents the number of commercial vehicles involved in traffic accidents by NSC vehicle category.

Distribution of Total Commercial Vehicle Collisions
by NSC Commercial Vehicle Category
2005



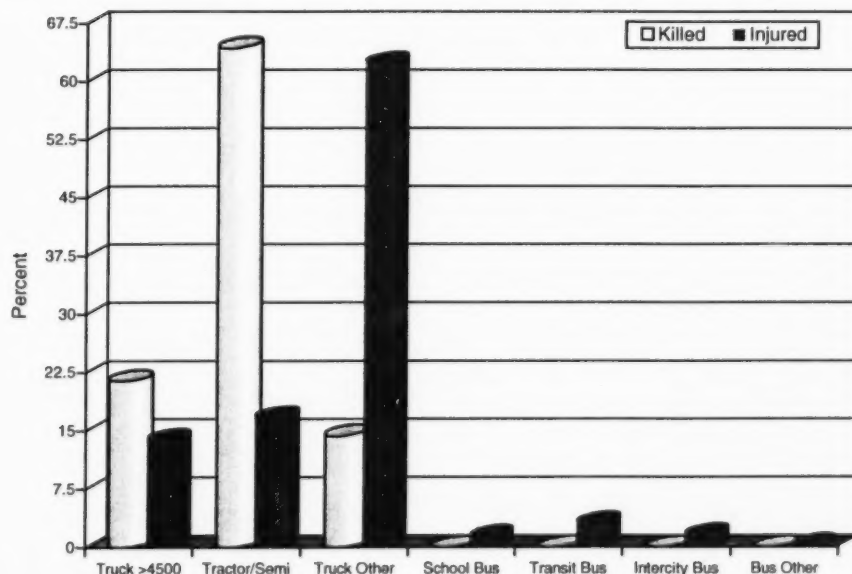
Commercial Vehicle Traffic Collision Victims¹
by NSC Commercial Vehicle Category and Injury Type
2005

Vehicle Category	Injury Type		Total	%
	Killed	Injured		
Truck >4500 kg	6	188	194	14.1
Tractor/Semi	18	227	245	17.7
Truck (Other)	4	846	850	61.5
School Bus	0	20	20	1.5
Transit Bus	0	43	43	3.1
Intercity Bus	0	24	24	1.7
Bus (Other)	0	6	6	0.4
Total	28	1354	1382	100.0

¹Chart presents the number of people killed or injured when a commercial vehicle was involved in traffic accidents by NSC vehicle category.

Note: The majority of victims did not die in the NSC vehicle but were killed or injured as drivers or passengers in another type of vehicle (i. e. motor vehicle, bicyclist, motorcyclist etc)

Comparison of Commercial Vehicle Traffic Collision Victims
by NSC Commercial Vehicle Category and Injury Type
2005



Commercial Vehicle Involvement in Traffic Collisions
by Pre-Collision Activity and Collision Severity
2005

Pre-Collision Activity	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Going Straight Ahead	16	187	477	680	44.0
Turning Left	0	25	82	107	6.9
Turning Right	0	12	95	107	6.9
Making U Turn	0	2	2	4	0.3
Changing Lanes – Left	0	3	14	17	1.1
Changing Lanes – Right	0	2	25	27	1.7
Merging	0	2	5	7	0.4
Reversing	0	3	101	104	6.7
Overtaking	1	4	10	15	1.0
Slowing/Stopping on Roadway	0	13	18	31	2.0
Stopped in Traffic	0	18	57	75	4.9
Starting in Traffic	1	2	3	6	0.4
Leave Parking Position/Roadside	0	3	11	14	0.9
Enter Parking Position/Roadside	0	3	7	10	0.6
Parked Legally	0	4	68	72	4.7
Parked Illegally	0	1	2	3	0.2
Swerving	0	4	7	11	0.7
Not Applicable	0	51	205	256	16.6
Total	18	339	1189	1546	100.0

Of the total NSC vehicles involved in traffic collisions, 44.0% (680) were moving "straight ahead" when accident involvement occurred, 6.9% (107) each were "turning left or right" and 6.7% (104) were "reversing".

Commercial Driver Involvement in Traffic Collisions
by At-Fault Human Condition and Collision Severity
2005

Human Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Apparently Normal	11	178	482	671	43.4
Blackout	0	1	0	1	0.1
Fell Asleep	1	3	3	7	0.4
Ability Impaired by Alcohol	0	1	2	3	0.2
Had Been Drinking/Suspected Alcohol Use	0	0	1	1	0.1
Distraction/Inattention	0	9	41	50	3.2
Exceed Service	0	1	0	1	0.1
Not Stated	6	146	660	812	52.5
Total	18	339	1189	1546	100.0

Of the total NSC drivers involved in collisions, 43.4% were cited as having no condition which affected the collision. Sixty-three or (4.1%) of drivers had a known at-fault human condition; the leading conditions were "distraction / inattention" and "fell asleep".

Section 11

**Off-Road
Vehicle Collisions**



INTRODUCTION TO SECTION 11

This section opens with a 10-year summary of the four main elements of traffic collisions involving off-road vehicles:

- the number of collisions;
- the number of victims killed or injured;
- the number of vehicles involved; and,
- the number of drivers involved.

There are three accident severity types: fatal, injury, and property damage. A fatal traffic accident is a collision where an injured victim dies within 30 days. An off-road vehicle collision resulting in injury but not death is an injury collision. Property damage collisions resulting in property losses exceeding \$1,000 must also be reported to a law enforcement agency.

The elements contained in this section include:

- total victims, vehicles, and drivers involved in off-road vehicle collisions by vehicle type;
- month, day, and time of collision;
- collision locations;
- breakdown of collision victims by age group, injury type, and gender;
- at-fault factors (driver actions and driver conditions); and
- driver involvement by age group and collision type.

It is important to note that the number of fatal or injured collisions is not an indicator of the number of fatal or injured victims as each collision can result in multiple victims.

Collision Summary
1996 – 2005

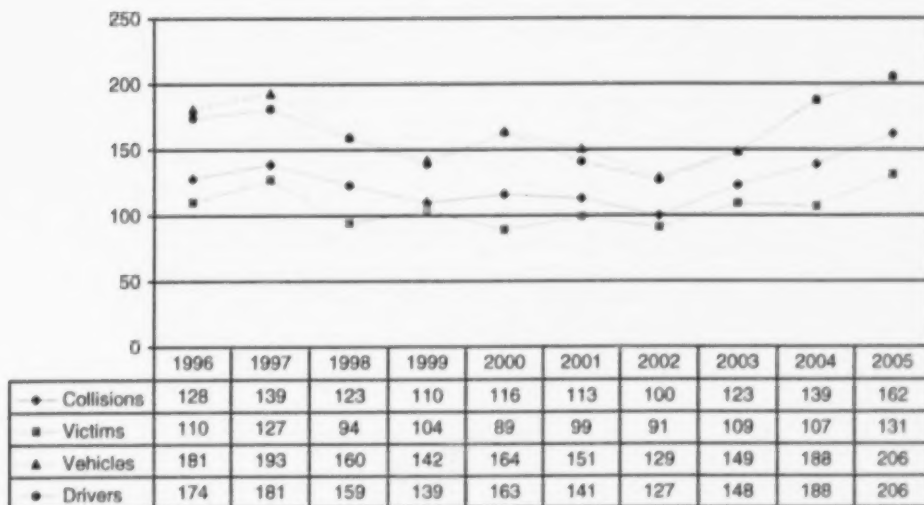
	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Total Collisions	128	139	123	110	116	113	100	123	139	162
Fatal	7	12	10	8	9	9	4	7	7	9
Injury	84	87	64	76	64	72	62	80	81	104
Property Damage	37	40	49	26	43	32	34	36	51	49
Total Victims	110	127	94	104	89	99	91	109	107	131
Killed	8	15	10	8	10	10	5	7	7	9
Injured	102	112	84	96	79	89	86	102	100	122
Total Vehicles Involved	181	193	160	142	164	151	129	149	188	206
Fatal	8	21	13	9	17	13	8	8	9	11
Injury	118	116	83	99	85	95	73	92	111	134
Property Damage	55	56	64	34	62	43	48	49	68	61
Total Drivers Involved	174	181	159	139	163	141	127	148	189	206
Fatal	8	19	12	9	15	13	7	8	9	11
Injury	116	108	83	97	84	87	73	91	111	134
Property Damage	50	54	64	33	64	41	47	49	68	61

Total collisions increased by 16.6%, from 139 in 2004 to 162 in 2005. Fatal collisions rose from 7 to 9. Injury collisions increased by 28.4%, from 81 to 104, while property damage collisions declined by 3.9%, from 51 to 49.

The overall number of collision victims increased by 22.4% from 107 in 2004 to 131 in 2005. The number of victims killed rose from 7 to 9. Victims injured increased by 22.0% from 100 in 2004 to 122 in 2005.

There were a total of 206 vehicles involved in off-road vehicle collisions in 2005, 9.6% more than the 188 recorded in 2004. The number of vehicles involved in fatal accidents rose from 9 to 11 while those involved in injury collisions increased by 20.7% from 111 in 2004 to 134 in 2005. Property damage vehicle involvement decreased by 10.3% from 68 in 2004 to 61 in 2005.

Comparison of Total Off-Road Vehicle Collisions,
Collision Victims, Vehicle and Driver Involvement
1996 – 2005



Collisions by Vehicle Involvement 2005

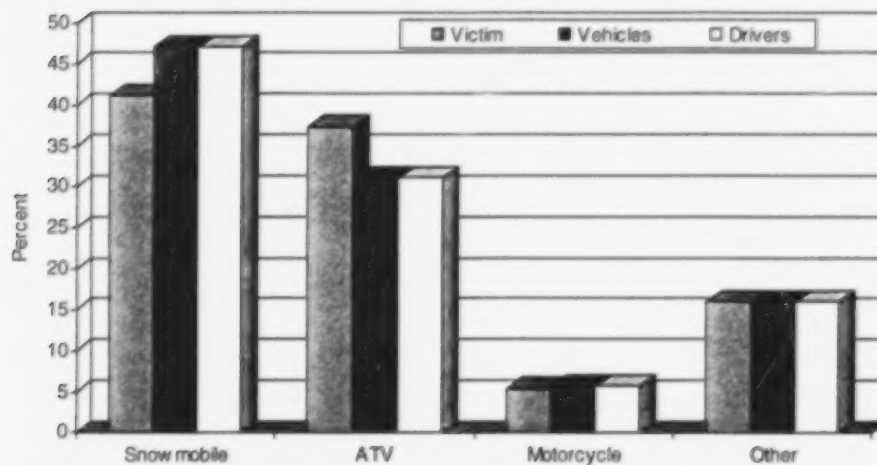
	Snowmobile	ATV ¹	Motorcycle	Other ²	Total
Total Victims	54	49	7	21	131
Killed	4	2	2	1	9
Injured	50	47	5	20	122
Total Vehicles Involved	97	64	12	33	206
Fatal	4	3	2	2	11
Injury	60	47	8	19	134
Property Damage	33	14	2	12	61
Total Drivers Involved	97	64	12	33	206
Fatal	4	3	2	2	11
Injury	60	47	8	19	134
Property Damage	33	14	2	12	61

¹ATV (All Terrain Vehicles) includes 3, 4 and 6 wheel types.

²Vehicles not registered as an off-road vehicle, including not stated category.

Snowmobiles accounted for 41.2% of all victims, 47.1% of all vehicles involved, and 47.1% of all drivers involved.

Distribution of Off-Road Vehicle Type by Victims, Vehicles and Drivers 2005



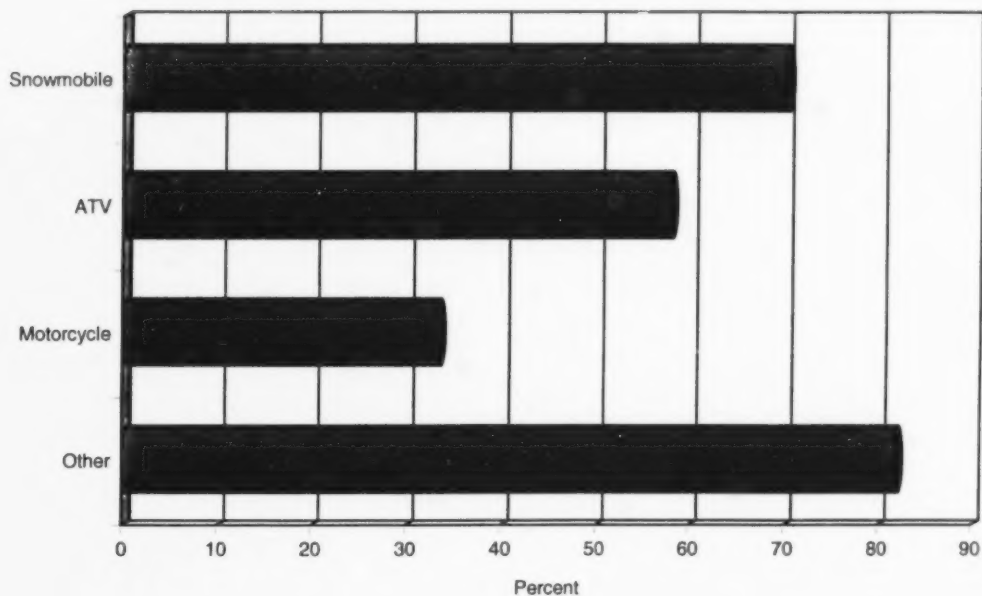
Vehicle Involvement by
Vehicle Type and Active Registration, Yes/No
2005

Vehicle Type	Active Registration			Total	% known to be registered
	Yes	No	Not Stated		
Snowmobile	68	26	3	97	70.1
ATV	37	19	8	64	57.8
Motorcycle	4	6	2	12	33.3
Other ¹	27	3	3	33	81.8
Total	136	54	16	206	66.0

¹ Vehicles not registered as an off-road vehicle and those listed under "not stated" category.

Of all vehicles involved in off-road collisions, 66.0% were known to have been registered at time of collision occurrence.

Percentage of Registered Vehicles
Among All Involved in Off-Road Collisions
2005

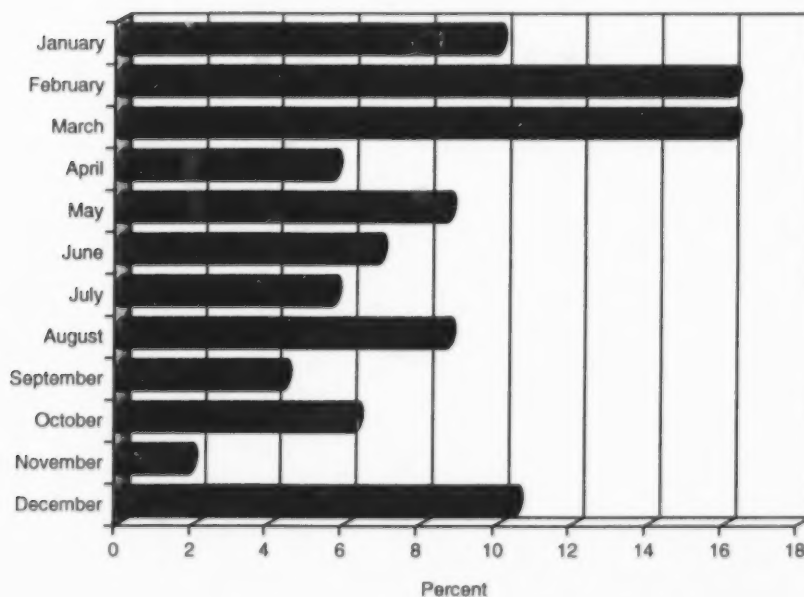


Collisions by Month of Occurrence and Severity 2005

Month	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
January	0	12	4	16	9.9
February	0	15	11	26	16.1
March	2	13	11	26	16.1
April	2	3	4	9	5.6
May	0	12	2	14	8.6
June	1	5	5	11	6.8
July	0	8	1	9	5.6
August	0	13	1	14	8.6
September	0	6	1	7	4.3
October	2	5	3	10	6.2
November	0	2	1	3	1.8
December	2	10	5	17	10.4
Total	9	104	49	162	100.0

Of 162 off-road vehicle collisions, 26 occurred in each of the months February and March and 17 in December. Two of nine fatal collisions occurred in each of the months March, April, October and December.

Distribution of Total Off-Road Vehicle Collisions by Month of Occurrence 2005

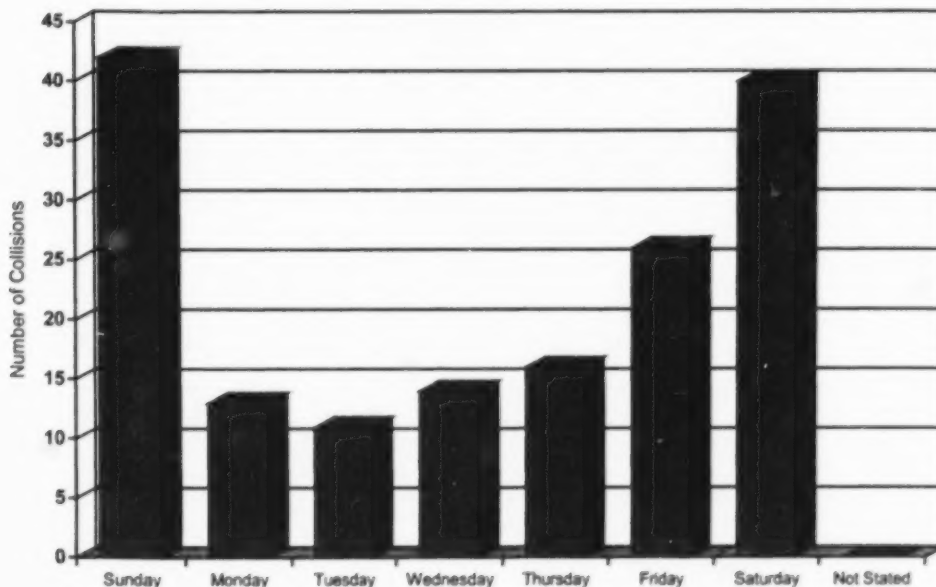


Collisions by Day of Occurrence and Severity
2005

Day	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Sunday	2	26	14	42	25.9
Monday	1	9	3	13	8.0
Tuesday	0	8	3	11	6.8
Wednesday	2	10	2	14	8.6
Thursday	1	10	5	16	9.9
Friday	1	22	3	26	16.1
Saturday	2	19	19	40	24.7
Not Stated	0	0	0	0	0.0
Total	9	104	49	162	100.0

Two fatal collisions occurred on each of the days Sunday, Wednesday and Saturday and one each on Monday, Thursday and Friday. Total off-road collisions happened most often on Sunday (42) and Saturday (40) and least often on Tuesday (11) and Monday (13).

Distribution of Total Off-Road Vehicle Collisions
by Day of Occurrence
2005

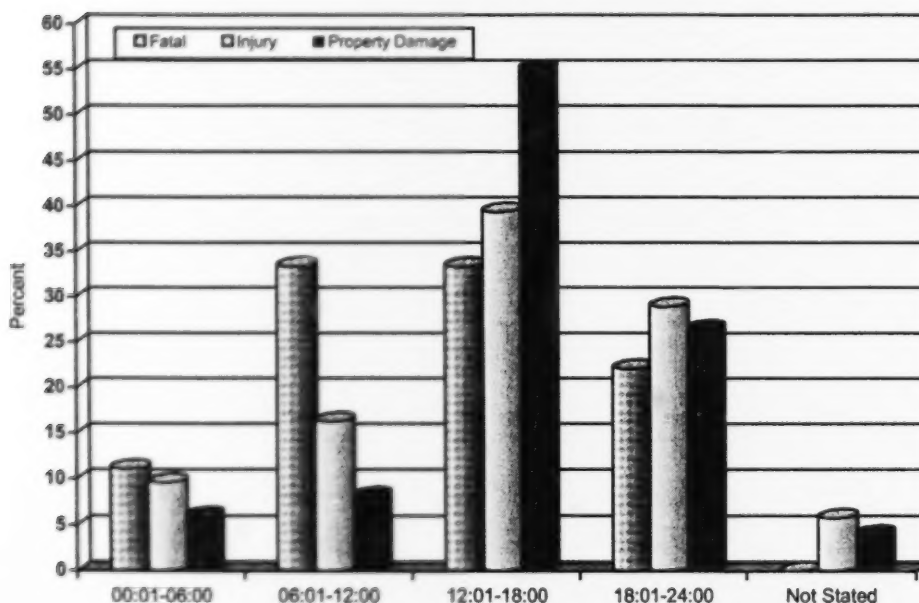


Collisions by Time of Occurrence and Severity 2005

Time	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
00:01 – 06:00	1	10	3	14	8.7
06:01 – 12:00	3	17	4	24	14.8
12:01 – 18:00	3	41	27	71	43.8
18:01 – 24:00	2	30	13	45	27.8
Not Stated	0	6	2	8	4.9
Total	9	104	49	162	100.0

The primary period for off-road vehicle collisions was between 12:01 – 18:00 at 43.8%. Most fatal collisions occurred in the periods 06:01 – 12:00 and 12:01 – 18:00 (at three each), while injury and property damage collisions occurred most often in the afternoon time frame, particularly between 12:01 – 18:00.

Comparison of Total Off-Road Vehicle Collisions by Time of Occurrence and Collision Severity 2005

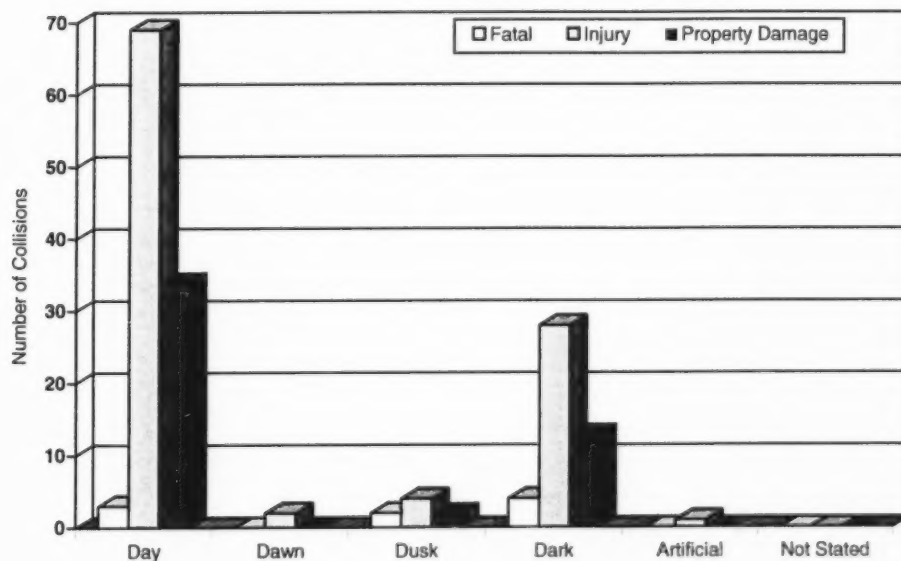


Collisions by Light Condition and Severity 2005

Light Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Day	3	69	34	106	65.4
Dawn	0	2	0	2	1.2
Dusk	2	4	2	8	5.0
Dark	4	28	13	45	27.8
Artificial Light	0	1	0	1	0.6
Not Stated	0	0	0	0	0.0
Total	9	104	49	162	100.0

Four of the fatal collisions occurred in darkness and three in daylight. Most (66.4%) injury collisions occurred during daylight and 26.9% took place during darkness. Most property damage collisions took place in daylight (69.4%), followed by darkness (26.5%).

Comparison of Off-Road Vehicle Collisions by Light Condition and Collision Severity 2005

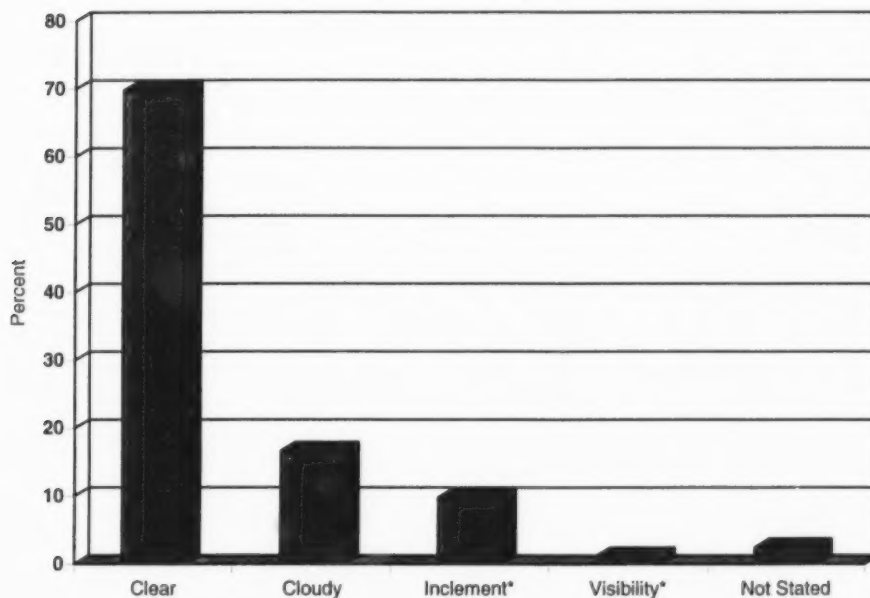


Collisions by Weather Condition and Severity 2005

Weather Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Clear	6	75	32	113	69.8
Cloudy	1	20	6	27	16.7
Raining	1	3	3	7	4.3
Snowing	0	2	5	7	4.3
Fog/Mist	0	2	0	2	1.2
Freezing Rain/Sleet	0	0	0	0	0.0
Drifting Snow	0	0	2	2	1.2
Strong Winds	0	0	0	0	0.0
Not Stated	1	2	1	4	2.5
Total	9	104	49	162	100.0

Of all off-road vehicle collisions, 69.8% were known to have occurred during clear weather conditions and 16.7% during cloudy weather conditions.

Comparison of Off-Road Vehicle Collisions by Weather Condition 2005



*Inclement weather includes raining, snowing, drifting snow, freezing rain/sleet, and strong winds.

*Visibility weather conditions include fog/mist and smoke/dust.

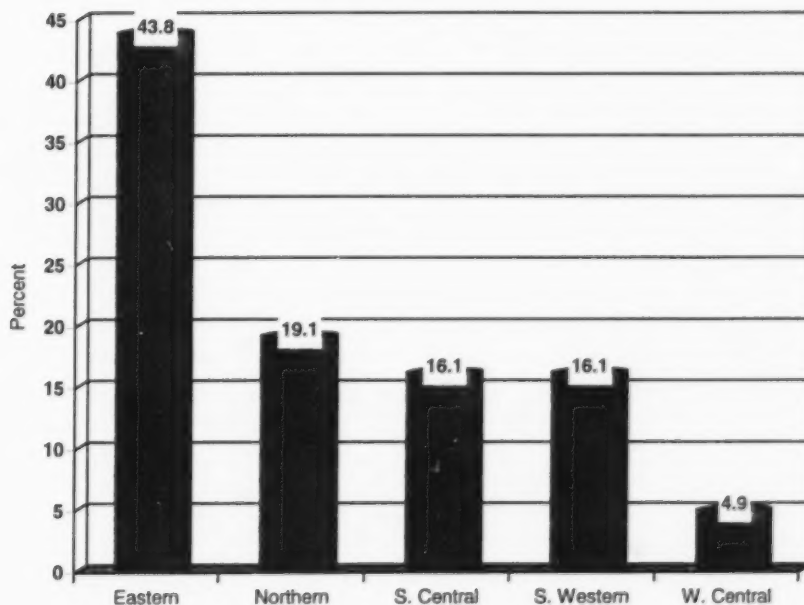
Collisions by Manitoba Region¹ and Severity 2005

Region	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Eastern Region	6	43	22	71	43.8
South Central Region	2	17	7	26	16.1
South Western Region	0	20	6	26	16.1
West Central Region	0	8	0	8	4.9
Northern Region	1	16	14	31	19.1
Not Stated	0	0	0	0	0.0
Total	9	104	49	162	100.0

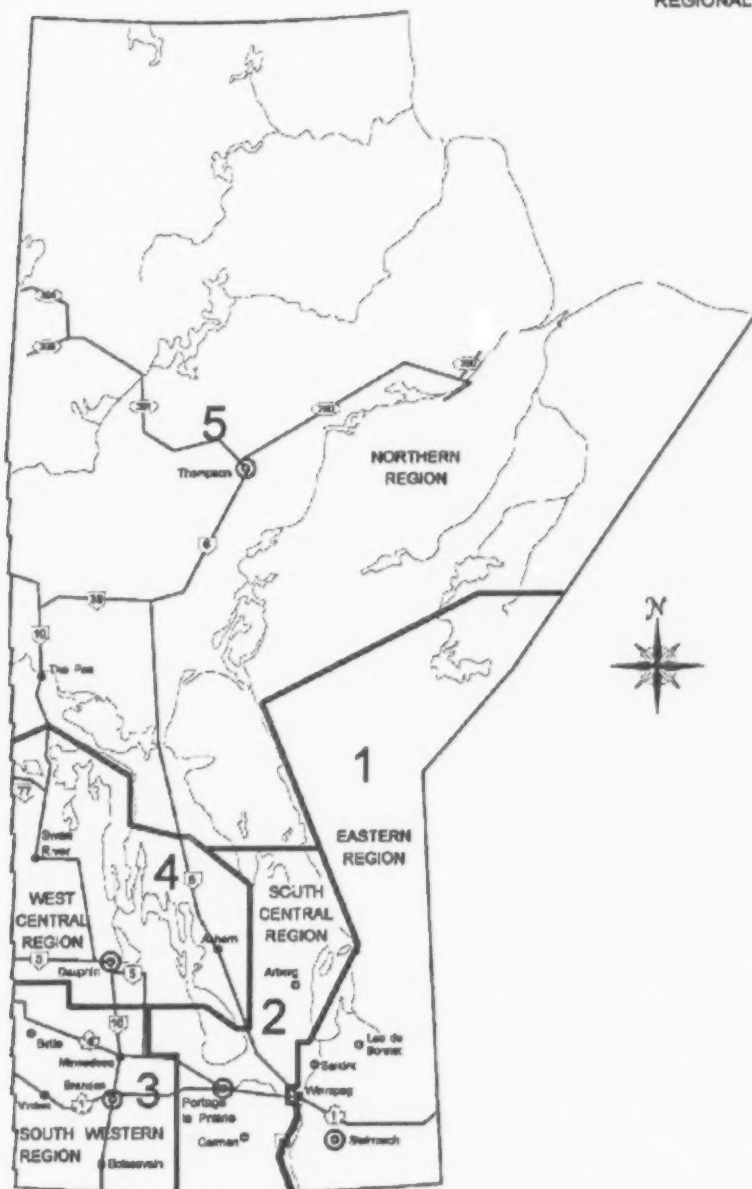
¹ For regional boundaries, refer to the map on the next page.

The "eastern" region of Manitoba accounted for 43.8% (71) of total off-road vehicle collisions followed by "northern" at 19.1% (31).

Comparison of Off-Road Vehicle Collisions by Manitoba Region 2005



REGIONAL MAP

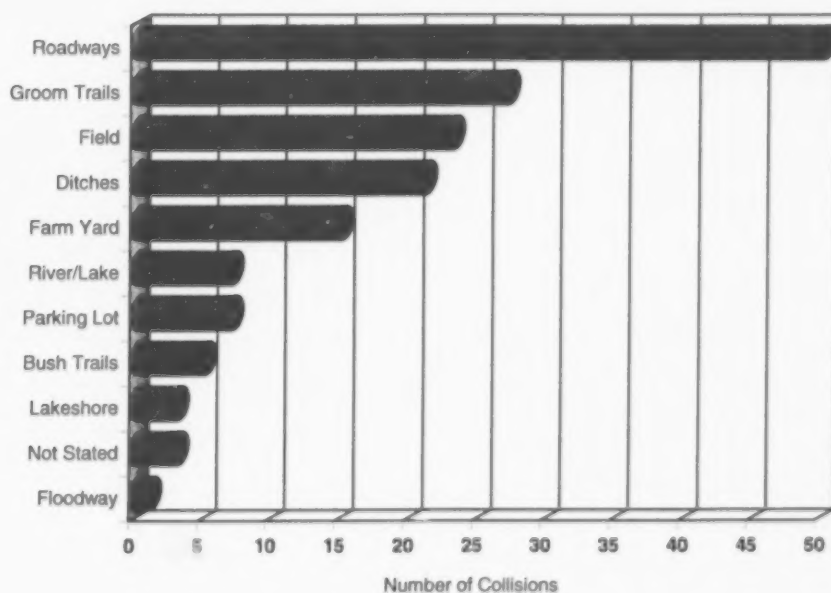


Collisions by Location and Severity 2005

Location	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Public Roadway	5	30	15	50	30.9
Ditches	1	15	5	21	13.0
River/Lake	0	5	2	7	4.3
Field	1	18	4	23	14.2
Bush Trails/Winter Road	0	4	1	5	3.1
Farm Yard/Private Property	1	11	3	15	9.3
Marked/Groom Trails	0	18	9	27	16.7
Parking Lot	0	0	7	7	4.3
Lakeshore	0	0	3	3	1.8
Floodway/Diversion	0	1	0	1	0.6
Not Stated	1	2	0	3	1.8
Total	9	104	49	162	100.0

"Public roadways" accounted for 55.6% of fatal vehicle crashes, 28.9% of injury and 30.6% of property damage collisions. "Marked groom trails" (16.7%), "fields" (14.2%), and "ditches" (13.0%) were the next identified locations of the total off-road vehicle collisions.

Distribution of Off-Road Vehicle Collisions by Collision Location 2005



Victims by Age Group, Injury Type and Sex 2005

Age Group	Injury Type						Total Victims
	Killed			Injured			
	Male	Female	Total	Male	Female	Total	
0-4	0	0	0	0	0	0	0
5-9	0	0	0	1	2	3	3
10-14	0	0	0	11	1	12	12
15-19	1	1	2	23	11	34	36
20-24	0	2	2	11	2	13	15
25-34	2	0	2	15	2	17	19
35-44	1	0	1	24	0	24	25
45-54	2	0	2	7	2	9	11
55-64	0	0	0	6	1	7	7
65>	0	0	0	0	1	1	1
Not Stated	0	0	0	2	0	2	2
Total	6	3	9	100	22	122	131

Male victims made up 80.9% (106) of all persons killed or injured, whereas females made up 19.1% (25). Of 131 victims, the 15-19 age group accounted for the highest percentage, at 27.5% (36). They were followed by the age group 35-44, at 19.1% (25).

Victims by Safety Equipment and Injury Type 2005

Safety Equipment	Injury Type		Total Victims
	Killed	Injured	
Safety Helmet Worn	4	60	64
Safety Helmet Not Worn	5	24	29
Not Stated	0	32	32
Not Applicable ¹	0	6	6
Total	9	122	131

¹Victims who were not driver/occupants of off-road vehicles

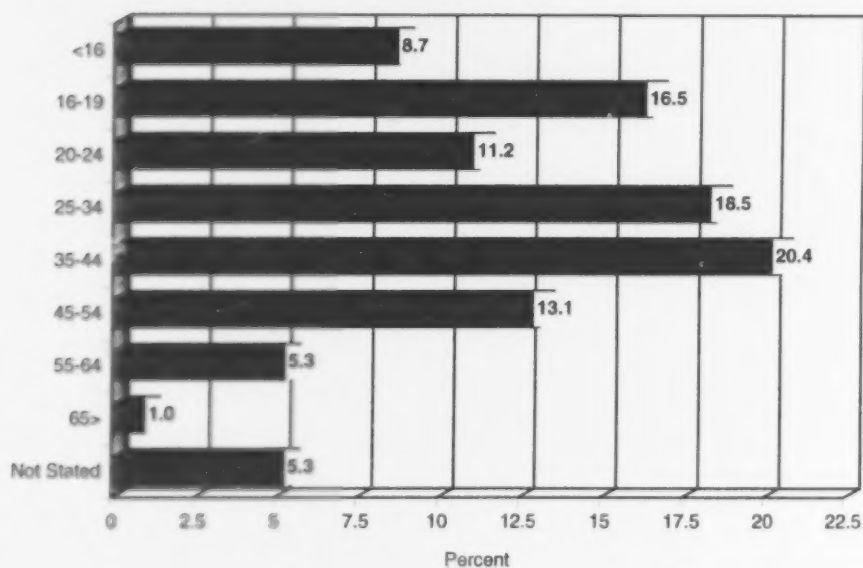
Of the total number of off-road vehicle collision victims, 22.1% (29) were reported as not wearing a safety helmet at time of collision occurrence while 48.9% (64) were reported as wearing a safety helmet.

**Driver Involvement
by Age Group and Collision Severity
2005**

Age Group	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
<16	0	16	2	18	8.7
16-19	3	24	7	34	16.5
20-24	1	15	7	23	11.2
25-34	3	20	15	38	18.5
35-44	2	29	11	42	20.4
45-54	2	17	8	27	13.1
55-64	0	7	4	11	5.3
65>	0	2	0	2	1.0
Not Stated	0	4	7	11	5.3
Total	11	134	61	206	100.0

Of the total number of drivers involved in off-road vehicle collisions, 20.4% were aged 35-44, 18.5% were 25-34, and 16.5% were aged 16-19.

**Distribution of Total Driver Involvement in Off-Road Vehicle Collisions
by Age Group
2005**



Driver Involvement
by Active Driver's Licence and Collision Severity
2005

Active Driver's Licence	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Yes	6	95	46	147	71.4
No	3	30	11	44	21.4
Not Stated	2	8	1	11	5.3
Not Applicable	0	1	3	4	1.9
Total	11	134	61	206	100.0

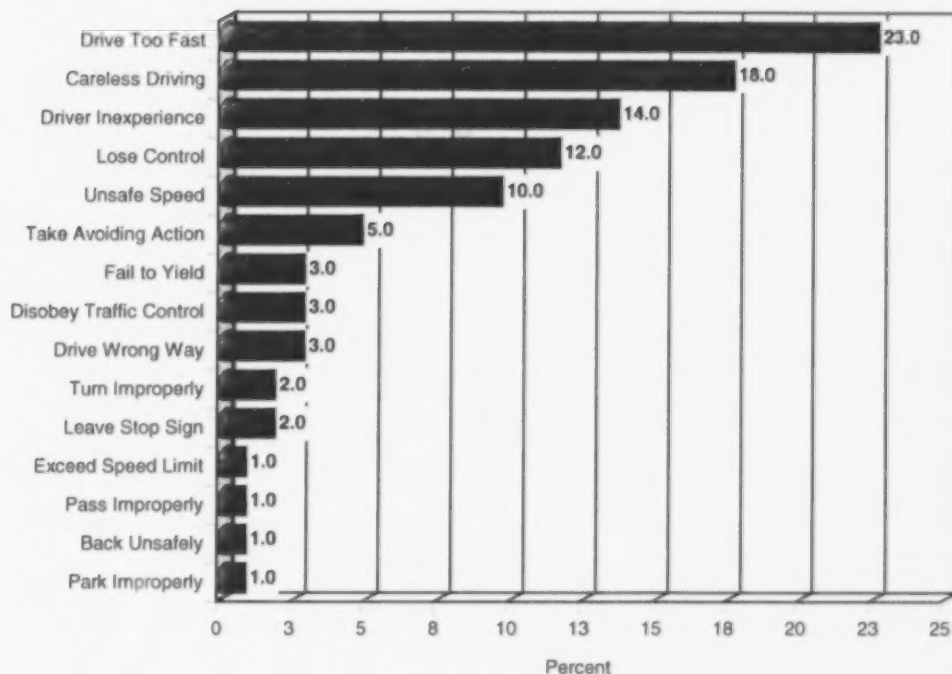
At time of collision occurrence, 71.4% of drivers involved in off-road vehicle collisions were known to have an active driver's licence.

Driver Involvement
by At-Fault Driver Action and Collision Severity
2005

Driver Action	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Drive Properly ¹	2	59	36	97	47.1
Follow Too Closely	0	0	1	1	0.5
Turn Improperly	1	1	0	2	1.0
Exceed Speed Limit	0	1	0	1	0.5
Drive Too Fast For Conditions	4	16	3	23	11.2
Unsafe Operating Speed	1	8	1	10	4.8
Pass Improperly	0	1	0	1	0.5
Fail To Yield	0	2	1	3	1.4
Disobey Traffic Control	0	3	0	3	1.4
Drive Wrong Way	0	3	0	3	1.4
Back Unsafely	0	1	0	1	0.5
Park Improperly	0	0	1	1	0.5
Careless Driving	1	10	7	18	8.8
Leave Stop Sign Before Safe	0	2	0	2	1.0
Lost Control/Drive off Roadway	2	8	2	12	5.8
Take Avoiding Action	0	4	1	5	2.4
Driver Inexperience	0	11	3	14	6.8
Not Stated	0	4	5	9	4.4
Total	11	134	61	206	100.0

¹No apparent improper driving action

Comparison of At-Fault Driver Actions
in Off-Road Vehicle Collisions
2005



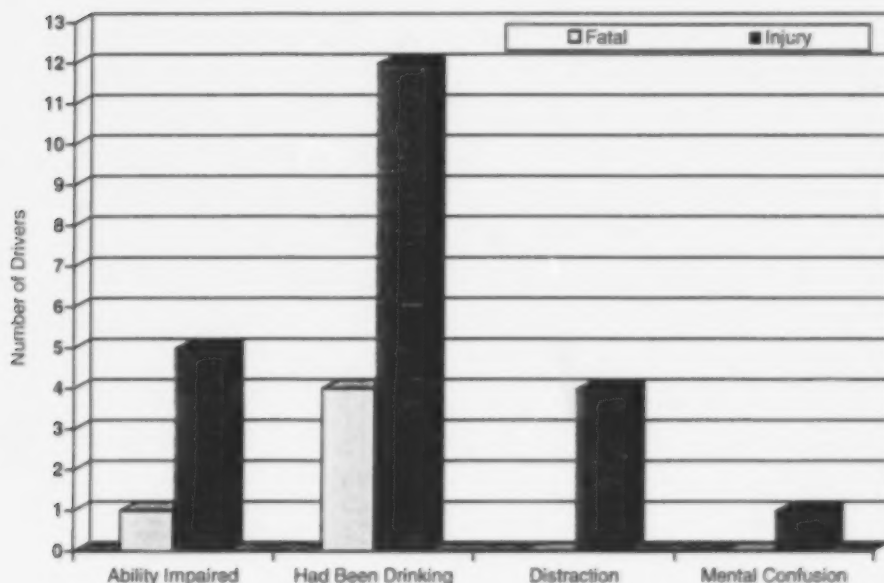
Of 100 at-fault driving actions "drive too fast" (23.0%) was the chief at-fault driver action resulting in off-road vehicle collisions while "careless driving" accounted for 18.0% and "driver inexperience" for 14.0%.

**Driver Involvement
by At-Fault Human Condition Factors and Collision Severity
2005**

Human Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
Apparently Normal	5	106	53	164	79.6
Mental Confusion	0	1	0	1	0.5
Ability Impaired by Alcohol	1	5	2	8	3.9
Had Been Drinking/Suspected Alcohol Use	4	12	0	16	7.8
Distraction/Inattention	0	4	2	6	2.9
Not Stated	1	6	4	11	5.3
Total	11	134	61	206	100.0

Of the 206 drivers involved in off-road vehicle collisions, 31 or 15.1% were known to have at-fault human condition factors. Of the 11 drivers involved in fatal off-road vehicle collisions, 5 were known to have at-fault human condition factors. Overall, "had been drinking/suspected alcohol use", "ability impaired by alcohol", and "distraction" were reported as the most common at-fault human condition factors.

**Distribution of At-Fault Human Condition Factors
by Fatal and Injury Collision Severity
2005**



Vehicle Involvement
by Vehicle Condition Contributing Factors and Collision Severity
2005

Vehicle Condition	Collision Severity			Total	%
	Fatal	Injury	Property Damage		
No Apparent Defect	8	125	58	191	92.7
Defective Brakes	2	1	0	3	1.5
Defective Steering	0	4	0	4	1.9
Defective Headlights	0	1	0	1	0.5
Defective Lighting	0	1	0	1	0.5
Not Stated	1	2	3	6	2.9
Total	11	134	61	206	100.0

Nine (4.4%) of the 206 recorded vehicle condition factors contributed toward off-road vehicle crashes. "Defective steering" counted for nearly half of these faults.

Vehicle Involvement
by Environmental Condition Contributing Factors and Collision Type
2005

Environmental Condition	Collision Type			Total	%
	Fatal	Injury	Property Damage		
Slippery Road Surface	1	2	5	8	11.9
Snow Drift	0	12	2	14	20.9
Obstruction/Debris	0	4	4	8	11.9
View Obstructed	0	8	1	9	13.4
Defective Driving Surface	0	13	4	17	25.4
Weather	0	1	0	1	1.5
Glare/Reflection	0	1	1	2	3.0
Shoulders Defective	0	1	0	1	1.5
Lane Marking Inadequate	0	1	0	1	1.5
Wild Animal Action	0	2	1	3	4.5
Domestic Animal Action	0	1	2	3	4.5
Total	1	46	20	67	100.0

"Defective driving surface" was the leading adverse environmental condition, accounting for 25.4% of the total, followed by "snow drift" (20.9%) and "view obstructed" (13.4%).

Section 12

**Alcohol-Related
Criminal Code Offences**



INTRODUCTION TO SECTION 12

This section indicates the number of drivers convicted of alcohol-related Criminal Code offences in three date configurations: 1988-2004 (inclusive), 1994, 1999 and 2004, and, finally, 2004 alone.

This report details drivers convicted of first, second and third offences focussing on alcohol content over .08, impaired driving, and refusing to provide a blood or breath sample. It also notes whether or not the driver's offence resulted in a collision. Drivers are divided by age group and offence type.

Total Alcohol-Related Criminal Code Convictions
by No Accident/With Accident Involvement
1988 - 2004*

Year	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253B		253A		255-2	255-3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
1988	3395	535	467	146	33	2	559	115	5252
1989	3392	494	370	110	33	6	484	95	4984
1990	3276	421	332	73	28	2	411	73	4616
1991	3339	373	321	52	44	2	398	62	4591
1992	2683	335	269	55	41	3	321	45	3752
1993	2210	308	282	52	29	3	274	59	3217
1994	2208	308	344	61	34	2	292	70	3319
1995	2298	180	366	39	25	3	227	37	3175
1996	2133	134	303	31	24	0	227	23	2875
1997	2378	141	338	28	37	3	250	27	3202
1998	2413	74	377	27	36	1	274	17	3219
1999	2400	60	423	18	29	3	309	11	3253
2000	1945	14	488	5	34	4	241	4	2735
2001	1780	3	568	6	35	2	185	1	2580
2002	1649	6	607	4	20	4	143	0	2433
2003	1463	1	565	2	19	3	144	0	2197
2004	1316	0	486	0	19	4	97	0	1922
% Change 03-04	-10.0	1	-14.0	1	1	1	-32.6	1	-12.5

*Driver and Vehicle Licencing's alcohol-related Criminal Code conviction statistics collection is structured to accommodate a "two year" updating period; as a result, there is a delay in reporting alcohol-related statistics.

¹Percentage change statistics not calculated due to low frequency count.

Overall, there has been a 63.4% decrease in the number of alcohol-related Criminal Code convictions between 1988 and 2004, 5,252 to 1,922 respectively. There was a steady decline in convictions until 1994. After a stable period between 1997 and 1999, the decline continued through to 2004.

Total Alcohol-Related Criminal Code Convictions ¹
by Age Group
1988 - 2004

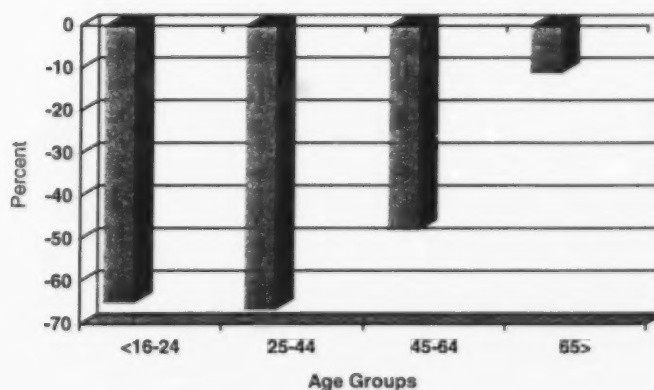
	<16	16-17	18-20	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75>	Total
1988	6	156	654	945	1066	745	552	416	271	174	130	83	38	12	4	5252
1989	9	124	622	909	983	755	516	392	242	163	133	65	46	19	6	4984
1990	10	119	583	744	940	704	538	341	223	179	92	73	46	19	5	4616
1991	12	104	520	709	923	728	527	389	240	176	110	71	47	26	9	4591
1992	4	86	426	606	667	624	431	365	206	129	83	62	42	13	8	3752
1993	7	64	286	494	584	543	402	292	194	146	79	67	31	22	6	3217
1994	5	49	363	473	553	566	435	288	205	138	88	86	42	24	4	3319
1995	3	82	364	471	518	547	422	278	177	111	86	59	33	11	13	3175
1996	7	66	366	388	447	394	387	267	208	151	71	66	32	10	15	2875
1997	7	105	430	495	451	440	440	302	201	130	78	50	44	18	11	3202
1998	7	109	349	448	495	459	455	306	227	163	82	49	39	25	6	3219
1999	13	81	412	504	484	445	429	330	248	151	56	46	28	15	11	3253
2000	12	75	345	430	396	368	354	298	198	102	66	42	23	14	12	2735
2001	11	91	357	379	384	334	322	259	177	128	54	44	22	15	3	2580
2002	11	85	333	338	359	309	277	282	175	102	78	39	24	10	11	2433
2003	7	65	300	308	317	269	237	233	178	109	81	44	26	14	9	2197
2004	5	55	282	273	251	235	209	232	150	83	63	46	21	13	4	1922
% Change 88-04	²	-64.7	-56.9	-71.1	-76.4	-68.5	-62.1	-44.2	-44.6	-52.3	²	²	²	²	²	-63.4

¹Includes alcohol content over .08, impaired driving causing injury and/or death, and refuse sample.

²Percentage change statistics not calculated due to low frequency count.

Between 1988 and 2004, all age groups between 16 and 69 recorded declines in total alcohol-related Criminal Code convictions. The most substantial declines occurred among drivers aged 25-29, 21-24, and 30-34, amounting to 76.4%, 71.1%, and 68.4% respectively.

Comparison of Percentage Change Statistics by Selected Age Group
1988 - 2004



**Alcohol-Related Criminal Code Convictions
by Licensed Drivers and Age Group 1994, 1999 and 2004**

Age Group	1994			1999			2004		
	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers	# Alcohol Convictions	% Total Alcohol Convictions	% Licensed Drivers
<16-24 ¹	890	26.8	15.5	1010	31.0	14.5	615	32.0	14.3
25-44	1842	55.5	43.8	1688	51.9	40.4	927	48.2	36.3
45-64	517	15.6	27.1	501	15.4	30.6	342	17.8	34.1
65>	70	2.1	13.6	54	1.7	14.5	38	2.0	15.3
Total	3319	100.0	100.0	3253	100.0	100.0	1922	100.0	100.0

1. Includes statistics for individuals under the age of 16 convicted of an alcohol-related Criminal Code offence, but who were not licenced at the time of offence.

Overall drivers convicted of alcohol related convictions decreased by 42.1% from 3,319 in 1994 to 1,922 in 2004.

Licensed drivers up to the age of 24 are over-represented in alcohol criminal code convictions. Although accounting for 15.5% of all licensed drivers in 1994, they were convicted of 26.8% of alcohol offences. In 2004 there was an increase where those drivers accounted for 14.3% of licensed drivers and 32.0% of convictions.

Drivers between the ages of 25 to 44 continue to record the highest incidence of alcohol-related Criminal Code convictions. In the years 1994, 1999 and 2004 respectively, drivers in this group made up 43.8%, 40.4% and 36.3% of licensed drivers and 55.5% (1842), 51.9% (1688) and 48.2% (927) of Criminal Code convictions.

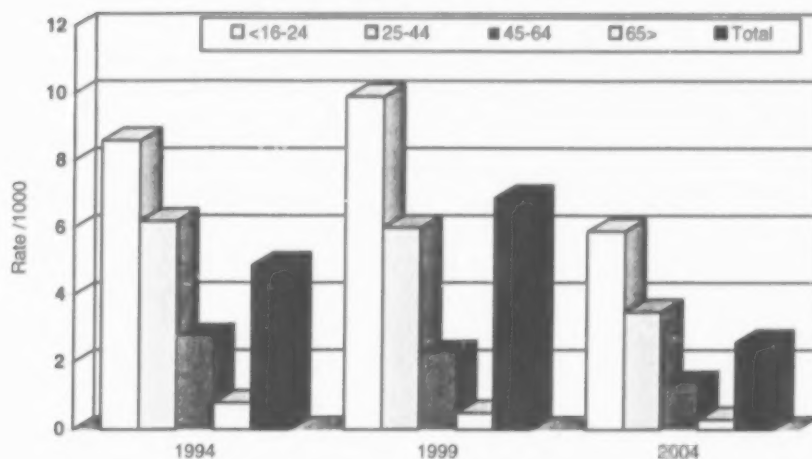
Indicative of their substantially lower alcohol involvement, the percentage of drivers ages 45-64 exceed their segment of alcohol convictions by factors of 1.7 in 1994, 2.0 in 1999, and 1.9 in 2004. Similarly, the percentage of drivers aged 65+ exceed their segment of alcohol convictions by factors of 6.5 in 1994, 8.5 in 1999 and 7.6 in 2004.

Driver Involvement in Total Alcohol-Related Criminal Code Convictions
by Age Group
1994, 1999 and 2004

Age Group	1994			1999			2004		
	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	890	103927	8.6	1010	101851	9.9	615	104810	5.9
25-44	1842	295990	6.2	1688	283966	6.0	927	263983	3.5
45-64	517	183612	2.8	501	214853	2.3	342	248289	1.4
65>	70	92130	0.8	54	102181	0.5	38	111489	0.3
Total	3319	675659	4.9	3253	702851	4.6	1922	728571	2.6

For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

Comparison of Relative Involvement Rate /1000 Drivers
by Age Group
1994, 1999 and 2004



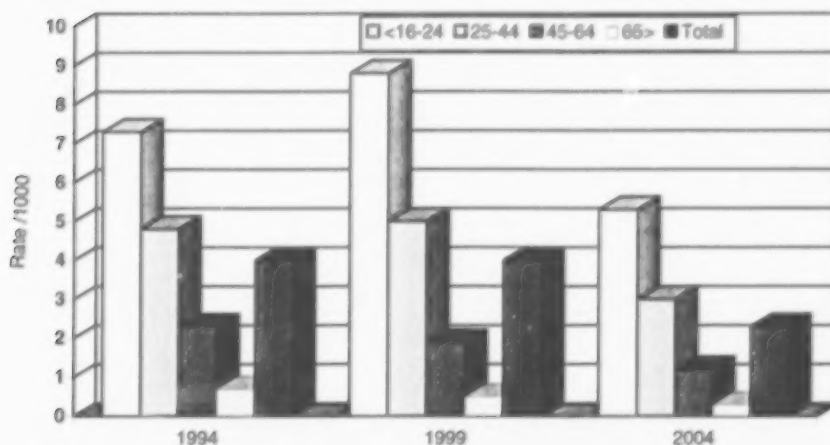
- Between 1994 and 2004, the driver involvement rate decreased by 46.9%, from 4.9/1,000 to 2.6/1,000.
- For every 1,000 licensed drivers aged up to 24, there were 8.6, 9.9 and 5.9 drivers who had committed an alcohol-related Criminal Code offence for each respective year. The 2004 rate for this age group was 31.4% below the 1994 rate.
- The rates for drivers aged 25-44 during this period were: 6.2, 6.0, and 3.5, and for drivers aged 45-64: 2.8, 2.3 and 1.4.
- The 65 and older drivers had the lowest rate of involvement per 1,000 drivers: 0.8 in 1994, 0.5 in 1999, and 0.3 in 2004.

**Driver Involvement in First Occurrence Alcohol-Related Criminal Code Convictions
by Age Group
1994, 1999 and 2004**

Age Group	1994			1999			2004		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	763	103927	7.3	894	101851	8.8	555	104810	5.3
25-44	1427	295990	4.8	1426	283966	5.0	799	263983	3.0
45-64	425	183612	2.3	415	214853	1.9	292	248289	1.2
65>	61	92130	0.7	46	102181	0.5	35	111489	0.3
Total	2676	675659	4.0	2781	702851	4.0	1681	728571	2.3

¹ For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

**Comparison of First Occurrence Relative Involvement Rate /1000 Drivers
by Age Group
1994, 1999 and 2004**



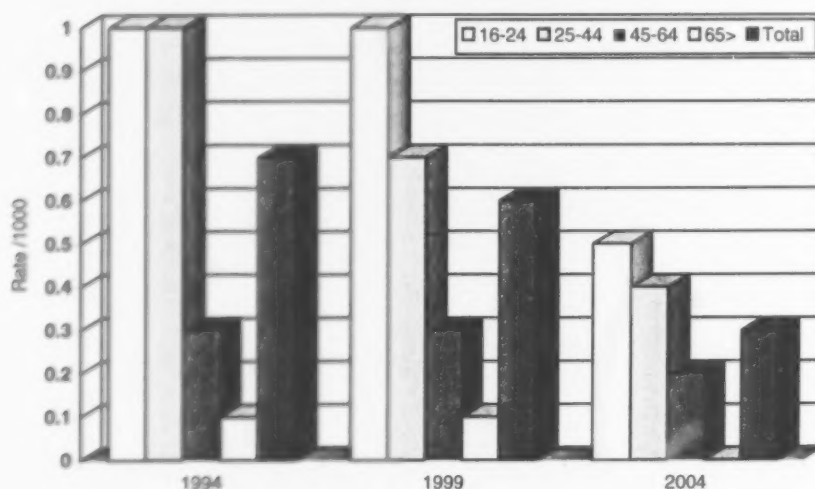
- The number of drivers convicted of first offence alcohol-related convictions decreased by 37.2% from 2,676 in 1994 to 1,681 in 2004.
- Comparing the rates for 1994 and 2004, there was a 27.4% drop for the <16-24 group, 37.5% decrease for the 25-44 group, 47.8% decrease for the 45-64 age group, and a 57.1% decrease for the 65+ age group.
- For every 1,000 licensed drivers within the age range of <16-24, there were 7.3, 8.8 and 5.3 drivers who committed an alcohol-related offence in each respective year. The rate for drivers aged 45-64 is substantially lower than those younger than 25, at 2.3, 1.9 and 1.2. The 65 and older drivers have the lowest rate of involvement per 1,000 drivers: 0.7 in 1994, 0.5 in 1999, and 0.3 in 2004.

**Driver Involvement in Second Occurrence Alcohol-Related Criminal Code Convictions
by Age Group
1994, 1999 and 2004**

Age Group	1994			1999			2004		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	105	103927	1.0	102	101851	1.0	49	104810	0.5
25-44	289	295990	1.0	205	283966	0.7	99	263983	0.4
45-64	62	183612	0.3	69	214853	0.3	39	248289	0.2
65>	8	92130	0.1	6	102181	0.1	3	111489	0.1
Total	464	675659	0.7	382	702851	0.6	190	728571	0.3

¹For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

**Comparison of Second Occurrence Relative Involvement Rate /1000 Drivers
by Age Group
1994, 1999 and 2004**



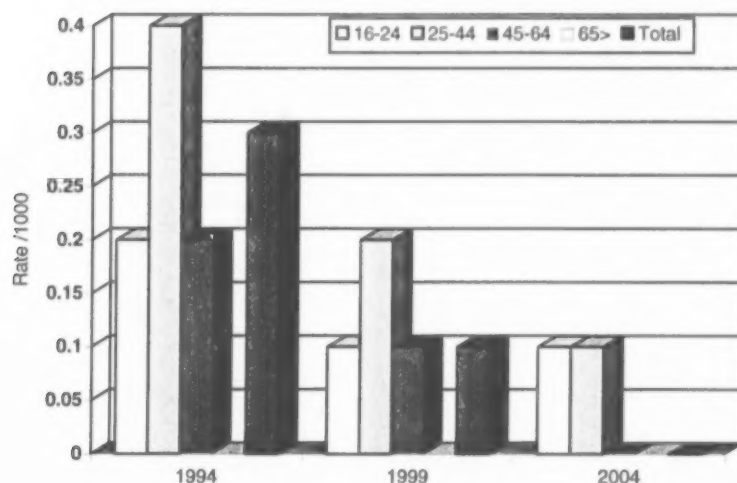
- Overall, the total number of drivers convicted of second offence alcohol-related Criminal Code convictions decreased by 59.0% from 464 in 1994 to 190 in 2004.
- The number of convicted drivers in the highest involved age group <16-24 dropped 53.3% from 105 in 1994 to 49 in 2004. Similarly, the second ranked age group 25-44 recorded a 65.7% decrease from 289 in 1994 to 99 in 2004.
- Drivers over the age of 65 maintained a relative involvement rate of 0.1 per 1,000 drivers for 1994 and 1999 and a small fraction of that rate in 2004.

**Driver Involvement in Third and Subsequent Occurrence Alcohol-Related Criminal Code Convictions
by Selected Age Group
1994, 1999 and 2004**

Age Group	1994			1999			2004		
	Alcohol ¹ Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000	Alcohol Convictions	Licensed Drivers	Rate /1000
<16-24	22	103927	0.2	14	101851	0.1	11	104810	0.1
25-44	126	295990	0.4	57	283966	0.2	29	263983	0.1
45-64	30	183612	0.2	17	214853	0.1	11	248289	-.-
65>	1	92130	-.-	2	102181	-.-	0	111489	0.0
Total	179	675659	0.3	90	702851	0.1	51	728571	-.-

For comparative purposes, the report assumes each alcohol-related Criminal Code conviction is for a single licensed driver, although a single driver may obtain more than one alcohol-related Criminal Code conviction in any given year.

**Comparison Third/Subsequent Occurrence Relative Involvement Rate /1000 Drivers
by Selected Age Group
1994, 1999 and 2004**



- The total number of drivers convicted of third and subsequent occurrence alcohol-related Criminal Code convictions decreased by 71.5% from 179 in 1994 to 51 in 2004.
- Drivers in the age group 25-44 recorded the highest involvement rate. However, the number involved declined by 77.0% from 126 in 1994 to 29 in 2004. The <16-24 age group, which had the second highest involvement rate, decreased by 50.0% from 22 to 11.
- The 45-64 age group decreased its alcohol involvement by 63.3% from 30 in 1994 to 11 in 2004.

Total Alcohol-Related Criminal Code Offences
by Age Group and Conviction Type
2004*

Age Group	Alcohol Content Over .08		Impaired Driving				Refuse Sample		Total
	253-B		253-A		255-2	255-3	254-5		
	No Accident	With Accident	No Accident	With Accident	Injury	Death	No Accident	With Accident	
<16	4	0	1	0	0	0	0	0	5
16-17	38	0	14	0	1	0	2	0	55
18-20	217	0	50	0	5	1	9	0	282
21-24	202	0	53	0	4	2	12	0	273
25-29	158	0	70	0	5	1	17	0	251
30-34	161	0	66	0	0	0	8	0	235
35-39	138	0	54	0	3	0	14	0	209
40-44	148	0	70	0	1	0	13	0	232
45-49	91	0	50	0	0	0	9	0	150
50-54	54	0	24	0	0	0	5	0	83
55-59	47	0	13	0	0	0	3	0	63
60-64	29	0	15	0	0	0	2	0	46
65-69	14	0	4	0	0	0	3	0	21
70-74	12	0	1	0	0	0	0	0	13
75>	3	0	1	0	0	0	0	0	4
Total	1316	0	486	0	19	4	97	0	1922

* Driver and Vehicle Licensing's alcohol statistics collection is structured to accommodate a "two year" updating period due to a potential backlog in the court process. Consequently, there is a one-year delay in reporting alcohol statistics.



Glossary

Glossary

Ability Impaired by Alcohol	Driver had consumed a sufficient quantity of alcohol to impair their physical/mental condition.
Ability Impaired by Drugs	Driver had used a controlled substance and was legally impaired in the judgement of a law enforcement officer.
Accident	Refer to collision.
All-terrain Vehicle	An off-road vehicle which operates on three or more low pressure tires, has a seat designed to be straddled by the operator, and has handle bars for steering the vehicle.
Antique Vehicle	A car, truck or motorcycle that is more than thirty years old at the time of application for registration. A motor vehicle registered as an antique car, truck or motorcycle can be driven only when: - taking it to be repaired or serviced; - displaying it to the public in a parade or procession and driving it to or from such a parade or procession, - driving it in an antique car, truck or motorcycle rally as authorized by the Registrar of Motor Vehicles.
Collision	A reportable motor vehicle collision is one that results in a fatality, injury and/or total property damage exceeding \$1,000.00.
Commercial Truck	A truck (or trailer) used to transport the registered owner's (or lessee's) own business goods: - beyond a radius of 20 kilometres of the City of Winnipeg, where the registered owner's business address is in the City of Winnipeg, - beyond a radius of 30 kilometres of a city, town or village other than the City of Winnipeg, where the registered owner's address is not in the City of Winnipeg.
Contributing Factors	Those events or circumstances that directly contribute to a traffic collision: <u>Driver Action:</u> Used to determine if the actions performed immediately prior to the collision may have been a factor in causing the collision.

Glossary

Contributing Factors con't

Those events or circumstances that directly contribute to a traffic collision:

Human Condition: Used to determine if a driver's medical condition may have been a major factor in contributing to collision causation.

Vehicle Condition: Used to determine if a vehicle has a mechanical defect that may have been a factor in collision causation.

Environmental Condition: Used to determine if environmental factors are in some way responsible for the collision.

Dealer

A recognized person who in the course of his business buys, sells, exchanges, advertises, exhibits or offers for sale, or acts as a broker of, or commission agent in respect of new or used vehicles of a type required to be registered under *The Highway Traffic Act* and/or *The Taxicab Act*, and as such, is allowed to purchase for their own use dealer licence plates that can be affixed to a motor vehicle under their care.

Driverless Vehicle/ Ran Out of Control

Includes improperly parked vehicles, vehicles set in motion by failure of parking brakes, vandalism, etc., without a driver in control. Includes cases where young children start and/or attempt to operate vehicles.

Farm Truck

A motor vehicle classified as a "truck" at time of registration and is owned by a person engaged in farming.

Fatal Collision

A motor vehicle collision which results in death to one or more individuals within 30 days of the collision.

Had Been Drinking/ Suspected Alcohol Use

Driver had consumed alcohol, but his/her physical condition was not legally impaired or tested for legal impairment.

Hydroplaning of tires

Refers to water on the roadway. The contact between the vehicle's tires and the roadway surface was eliminated.

Glossary

Injury Collision	A motor vehicle collision which results in non-fatal injury to one or more individuals.
Livery	A vehicle licenced under <i>The Highway Traffic Act</i> for the transportation of persons for compensation and is licensed to operate in the Province according to terms issued by the Motor Transport Board.
Moped	A motor vehicle which: - has 2 tandem wheels or 3 wheels, each of which is more than 250 millimetres in diameter, - has a seat or saddle having a minimum unladen height of 650 millimetres, when measured from the ground level to the top of the forward most part of the saddle, - is capable of being driven at all times by pedals only if so equipped, by motor only or by both pedals and motor, and - the motor has a piston displacement of not more than 50 cubic centimetres, or is an electric motor neither of which is capable of enabling the moped to attain a speed greater than 50 km/h.
Motorcycle	A motor vehicle, other than a tractor which: - is designed to travel on not more than three wheels in contact with the ground, and - has a seat or saddle for the use of the rider sitting astride thereof and is capable of attaining a speed of 50 km/h or more, - and includes a bicycle with a motor attached by which it is driven, a motor scooter.
Not Stated	Reporting document does not contain the necessary information for a particular category.
Off-Road Vehicle (ORV)	Included in this category are the following: snowmobiles, off-road vehicle motorcycles, all-terrain vehicles, amphibious vehicles, dune/sport buggy and 4 wheel drive vehicles operated off-road.
Passenger Vehicle	A motor vehicle classified by the manufacturer as a passenger car or which is designed, constructed or adapted for the principle purpose of transporting passengers and includes a delivery car, but does not include a motorcycle, moped or motor vehicle which is designed, constructed or adapted for the purpose of carrying goods or commodities.
Property Damage Collision	A motor vehicle collision in which damage to vehicle and/or property was \$1,000.00 or more, and which did not result in death or injury.

Glossary

Public Service Vehicle (PSV)	A motor vehicle or trailer operated by or on behalf of any person, for transportation for gain or compensation of persons or property upon a highway, and includes a semi-trailer truck; but does not include the passenger-carrying-motor vehicles of an electric, or steam railway or motor bus company operating on the streets of a city, or school buses, ambulances or hearses or motor vehicle operated for gain or compensation under <i>The Taxicab Act</i> or a municipal by-law in cities, towns, and villages.
Repairer	A person who maintains a garage for the purpose of rendering services therein upon motor vehicles and/or trailers, at a charge, price or consideration; or who owns and operates a fleet of five or more motor vehicles or trailers; or both, and maintains a facility for their repair, is permitted under <i>The Highway Traffic Act</i> to obtain "Repairer" licence plates to be used to transport motor vehicles for repair from place of origin to the repair facility and return, and the testing of the motor vehicle after the repair work has been completed.
Rural Collision	A collision occurring on primary or secondary highways as well as local roads, or a speed limit at the collision site exceeding 60 km/h.
Safety Equipment	Seatbelts, safety helmets and child restraints.
Snowmobile Collision	A snowmobile collision which results in death, injury and/or total property damage of \$1,000.00 or more.
Snow Vehicle	A vehicle that has a gross vehicle weight in exceeding 454 kilograms and - is not equipped with wheels, but in place thereof is equipped with tractor treads alone or with tractor treads and skis, or with skis and a propeller, or is a toboggan equipped with tractor treads or a propeller, - is designed primarily for operating over snow or ice, and is used primarily for that purpose, and - is designed to be self-propelled.

Glossary

Taxicab	A motor vehicle had, kept, used, intended for use, or operated, for the transportation of persons for compensation, and includes such vehicles when garaged or under repair; but does not include - a public service vehicle, - a trolley bus or passenger-carrying motor vehicle or a public transportation system operating on the streets of a city, - a school bus, - an ambulance, - a hearse, or - a motor vehicle, or vehicle of a class of motor vehicles, that The Taxicab Board established under <i>The Taxicab Act</i> excludes from the definition of a taxicab under that Act.
Tractor	A self-propelled vehicle that is designed primarily for traction purposes, and that is not itself constructed to carry a load other than the driver, and includes a farm tractor but does not include a truck tractor or a special mobile machine.
Trailer	A vehicle designed for carrying persons or chattels, and for being towed by a motor vehicle, and includes a farm trailer but does not include an implement of husbandry that is temporarily towed, propelled, or moved upon a highway.
Truck	A motor vehicle or semi-trailer truck that is not a delivery car and that is constructed or adapted to carry goods, wares, and merchandise, freight or commodities, but not passengers or luggage.
U-Drive (Drive Yourself Vehicle)	A motor vehicle or trailer, kept for hire, that may be hired or rented without a drivers by the hour, day, week or longer but for which a single rental period is less than 30 days.
Urban Collision	A collision occurring on metropolitan roads and streets and other urban areas, or a speed limit at the collision site of 60 km/h or less.
Vehicle Modification	A motor vehicle in which the axles, body, brakes, engine, steering control or suspension have been substantially altered or replaced with components of a different design or capacity from that approved by the manufacturer of the original vehicle.
Victims	All persons killed or injured in a motor vehicle related collision occurring on a public roadway.

